The Hong Kong Daily Press.

No. 7020 第七千零二十號 光緒庚辰年五月初壹日 HONGKONG, TUESDAY, JUNE 8TH, 1880. 禮拜二 英六月八號 香港 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

June 6, SUMIDA MARU, Japanese steamer H. Hubenet, Yokohama 29th May, and Kobe 31st, General.—M. B. M. S. S. Co.

June 7, AMOY, British str., 814, Drewes, Shanghai 2nd June, General.—SIEMSSEN & Co.

June 7, PING-ON, American str., 477, A. A. McCaslin, Hoihow 6th June, via Macao, General.—RUSSELL & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

JUNE 7TH.

Carl, German brig, for Sooloo.
Yotlung, British steamer, for Swatow.
Kiung-chow, British steamer, for Shanghai.
Faugh-Balaugh, German bark, for Tientsin.
China, German steamer, for Shanghai.
Palestine, British bark, for New York.
City of Peking, American steamer, for Yokohama and San Francisco.
Cleveland, British steamer, for Bangkok.
Orestes, British steamer, for Singapore and London.

DEPARTURES.

June 7, CHAI-FOON, Chinese revenue cruiser, for a cruise.
June 7, IRAOUADDY, French str., for Saigon and Marseilles.
June 7, ORESTES, British steamer, for Singapore and London.

PASSENGERS.

ARRIVED.

Per *Sumida Maru*, str., from Yokohama—1 European, 1 Japanese, and 1 Chinese, steerage.
Per *Amoy*, str., from Shanghai.—55 Chinese.
Per *Ping-on*, str., from Hoihow.—3 Chinese.

DEPARTED.

Per *Asia*, str., for Vladivostock.—Captain Brolin, Messrs. G. Fick, E. Voight, S. Newman, and M. Saninhausen, and 10 Chinese.
Per *Alban*, str., for Swatow, &c.—100 Chinese.
Per *Iraquaddy*, str., for Saigon and Marseilles.—From Hongkong for Saigon.—Mr. and Mrs. Hirlemann, Messrs. Frichot Sebastian, Chaimeton Alphonse, and D. E. Caldwell, and 3 Chinese. From Hongkong for Singapore.—Mr. Sanches del Aguila and his assistant. From Hongkong for Marseilles.—Rev. Fonseca, Mrs. Chaudos, Messrs. Colomer and servant, and F. Harrold. From Shanghai for Marseilles.—Mr. and Mrs. O. Grabe, Mr. and Mrs. J. H. Blackert, Mrs. Collins and son, Misses Collins (2), Sister la Here—t. Alban, Dr. Bushell, Messrs. J. C. Bois, A. Seisson, and J. S. Halsey. From Yokohama for Marseilles.—Mr. M. Yansqiwara (Japanese Minister for Russia), wife, and 2 servants, Mr. Tola (Japanese Minister for Austria), wife, 2 children, and servant, Messrs. H. Ozaki, Oliva, S. Ozaki, Naghai, Takata, Watanabe, Tanji, Okoubo, and Geo. Smith.
Per *Orestes*, str., for Singapore, &c.—From Hongkong for London.—Mr. and Mrs. G. Saunders and Miss Parker. From Shanghai for London—2 Europeans.

TO DEPART.

Per *Yotlung*, str., for Swatow.—20 Chinese.
Per *Kiung-chow*, str., for Shanghai.—1 European and 40 Chinese.
Per *Faugh-Balaugh*, for Tientsin.—7 Chinese.
Per *China*, str., for Shanghai.—20 Chinese.
Per *Cleveland*, str., for Bangkok.—46 Chinese.
Per *City of Peking*, str., for Yokohama and San Francisco.—2 Europeans and 378 Chinese.

REPORTS.

The Japanese steamship *Sumida Maru* reports left Yokohama on 27th May, and Kobe on the 31st, and had fine weather throughout.

The American steamship *Ping-on* reports left Hoihow on 6th June at 2.30 a.m., and had fresh S.E. winds with thick, rainy weather throughout the passage.

The British steamship *Amoy* reports left Shanghai on 2nd June at 8.30 p.m., and had fresh S.E. winds to Tung-ying; from thence to port S. and S.W. winds with heavy rain squalls.

FOOCHOW SHIPPING.

May— ARRIVALS.
22, Killarney, British str., from Hongkong.
23, Antenor, British steamer, from Shanghai.
23, Kwangtung, British str., from Hongkong.
24, Menmuir, British str., from Hongkong.
26, Douglas, British steamer, from Hongkong.
26, Moorhen, British gunboat, from a cruise.
27, Europe, British steamer, from Shanghai.

May— DEPARTURES.
22, Lulu, British schooner, for Tientsin.
23, Namoa, British steamer, for Hongkong.
26, Hae-san, Chinese steamer, for Shanghai.
26, Kwangtung, British str., for Hongkong.
26, Anton Gunther, German bark, for Chefoo.
27, Antenor, British steamer, for London.
27, Douglas, British steamer, for Hongkong.

SHANGHAI SHIPPING.

May— ARRIVALS.
26, Pautah, Chinese steamer, from Tientsin.
26, Nerpa, Russian gunboat, from Nagasaki.
27, Shanghai, British steamer, from Hankow.
27, Kang Wo, British steamer, from Hankow.
28, Jan Peter, German bark, from Sydney.
28, Craiglands, British str., from Nagasaki.
28, Kiang-ching, Chinese str., from Hankow.
29, Appin, British steamer, from Tientsin.
29, Pekin, British steamer, from Hankow.
29, Yung-ching, Chi. str., from Newchwang.
29, Oleander, British bark, from Nagasaki.
30, Kiang-foo, Chinese str., from Hankow.
30, Han-yang, British steamer, from Hankow.
30, Hilda, British bark, from Keelung.
30, Albyn's Isle, Brit. bark, from Newcastle.
31, Taku, British steamer, from Tientsin.
31, Canny Scott, Brit. bark, from Newcastle.
31, Fung-shun, Chinese str., from Tientsin.

May— DEPARTURES.
25, El Dorado, British steamer, for Tientsin.
25, Kiang-piau, Chinese steamer, for Hankow.
25, Lee-yuen, Chinese steamer, for Chefoo.
25, Hae-an, Chinese steamer, for Tientsin.
25, M. Whitridge, Amer. ship, for Nagasaki.
25, Champlain, French corvette, for Taku.
26, Sin Nanzing, British steamer, for Chefoo.
26, Hankwang, Chinese steamer, for Chefoo.
26, W. O. de Vries, British str., for Hankow.
26, Wuhu, British steamer, for Hankow.
27, Kiang-yung, Chinese steamer, for Hankow.
28, Garstang, British bark, for Cebu.
28, Hae-shin, Chinese steamer, for Chefoo.
28, Hae-ting, Chinese steamer, for Chefoo.
28, Shanghai, British steamer, for Hankow.
28, Monocacy, American corvette, for Chefoo.
29, Themis, French frigate, for Nagasaki.
29, Kiang-kwan, Chinese str., for Hankow.
29, Kung-wo, Chinese steamer, for Hankow.
29, Olympia, German steamer, for Chefoo.
30, Yehsin, Chinese steamer, for Chinkiang.
30, Appin, British steamer, for Tientsin.
31, Craiglands, British str., for Nagasaki.
31, Pautah, Chinese steamer, for Chefoo.
31, Pekin, British steamer, for Hankow.

NAGASAKI SHIPPING.

May— ARRIVALS.
15, N. Mondelli, British bark, from Shanghai.
15, Iron Duke, British ironclad, from Chefoo.
15, Satsuma, British bark, from Newchwang.
17, Awajishima Maru, Jap. bark, from Kobe.
19, Johann Henrich, Ger. sch., from Yokohama.
19, F. Pendleton, American ship, from Kobe.
19, Sumanoura Maru, Japan. bark, from Kobe.
20, Rachel, British bark, from Yokohama.
21, Hiroshima Maru, Jap. str., from Shanghai.
21, Kanagawa Maru, Jap. str., from Yokohama.

May— DEPARTURES.
15, Ocean, British steamer, for Hongkong.
17, Craiglands, British steamer, for Shanghai.
17, Tokio Maru, Japanese str., for Shanghai.
17, Lady Bowen, Brit. bark, for Hongkong.
20, Oleander, British bark, for Shanghai.
21, Hiroshima Maru, Jap. str., for Shanghai.

AUCTION SALES TO-DAY.

J. M. ARMSTRONG,
At Noon,
Naval and Victualling Stores.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.
Incorporated 7th and 18th March, 1848.
Recognized by the International Convention of 30th April, 1862.

CAPITAL FULLY PAID-UP .... £3,200,000.
RESERVE FUND .... £800,000.

HEAD OFFICE—14, RUE BERGERE, PARIS.

AGENCIES AND BRANCHES AT:
LONDON, BOURBON, SAN FRANCISCO,
MARSEILLES, BOMBAY, HONGKONG,
LYONS, CALCUTTA, HANKOW,
NANTES, SHANGHAI, FOOCHOW.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the world, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,
Manager, Shanghai.
20th May, 1879. [10

ORIENTAL BANK CORPORATION.
(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL .... £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.
Oriental Bank Corporation,
Hongkong, 4th September, 1879. [12

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL .... £800,000.
RESERVE FUND .... £190,000.

Bankers,
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

RATES OF INTEREST ALLOWED ON DEPOSITS.
ON CURRENT ACCOUNTS, 2 % PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS.
FOR 3 MONTHS, 3 % PER ANNUM.
FOR 6 MONTHS, 4 % PER ANNUM.
FOR 12 MONTHS, 5 % PER ANNUM.

WILLIAM FORREST,
Manager.
Hongkong, 10th May, 1880. [1911

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ......5,000,000 of Dollars.
RESERVE FUND ....1,500,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—The Hon. W. KESWICK.
Deputy Chairman—A. MCIVER, Esq.
Adolf André, Esq. H. Hoppius, Esq.
E. R. Belilios, Esq. F. D. Sassoon, Esq.
H. L. Dalrymple, Esq. W. S. Young, Esq.
H. de Courcy Forbes, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.,
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
9] Hongkong, 28th April, 1880.

NATIONAL BANK OF INDIA, LIMITED.

Registered in London under the Companies' Act of 1862, on 23rd March, 1866.

Established in Calcutta 29th September, 1863.

SUBSCRIBED CAPITAL .... £933,000.
PAID-UP CAPITAL .... £465,250.
RESERVE FUND .... £35,000.

HEAD OFFICE:—
33A, THREADNEEDLE STREET, LONDON, E.C.

LONDON BANKERS:—
NATIONAL PROVINCIAL BANK OF ENGLAND.
NATIONAL BANK OF SCOTLAND.

All descriptions of Banking and Exchange business transacted.
INTEREST allowed on CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the daily balances; and on FIXED DEPOSITS according to arrangement—the maximum rate being 5 per cent per annum.

R. HORNE BOYD,
Acting Manager.
Hongkong, 25th May, 1880. [1748

SUN HING,
DEALER IN SILKS,
Canton Gauzes, Embroidered Crape Shawls, Lacquered and Ivory Wares, Curiosities, Ornaments, Inlaid Chairs & Tables, China Ware, &c.;
GOLD AND SILVER JEWELLERS,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 48A, QUEEN'S ROAD, HONGKONG.

MURRAY AND LANMAN'S FLORIDA WATER.

CAUTION.

Having learned that large quantities of IMITATIONS of our FLORIDA WATER have recently been imported to Hongkong, we caution the Public against PURCHASING any that does not bear the name MURRAY and LANMAN on the label. Each bottle of the GENUINE is wrapped with a Pamphlet printed on paper which has the words "LANMAN and KEMP, NEW YORK" in Water-Mark.

Messrs. MELCHERS & Co. are our ONLY Agents for Sale of the GENUINE FLORIDA WATER at Hongkong.

LANMAN AND KEMP.
New York, March 25th, 1880. [3m826

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bona fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

Hongkong, 15th January, 1877.

NOTICES OF FIRMS.

NOTICE.

WE have This Day entered into PARTNERSHIP as SHARE and GENERAL BROKERS, under the Style of "CHATER and VERNON."

J. THEO. CHATER.
J. Y. V. VERNON.
Hongkong, 1st June, 1880. [1m927

NOTICE.

MR. C. STIEBEL has To-day been admitted a PARTNER in our Firm in Hongkong, Shanghai, and Yokohama.

REISS & Co.
Hongkong, 1st May, 1880. [824

NOTICE.

WE have This Day entered into PARTNERSHIP as SHARE and GENERAL BROKERS, under the Style of "COHEN and GEORG."

CHAS. C. COHEN.
ERICH GEORG.
Hongkong, 17th May, 1880. [1m840

NOTICE.

MR. HESIBRIGE JOHN JOHNSTONE CHAMBERS is This Day admitted a PARTNER in our Firm. Mr. THOMAS GITTINS, Jr., is authorised to SIGN the FIRM.

JOHN GITTINS & Co.
Foochow, 1st May, 1880. [880

TO BE LET.

TO BE LET (on Lease) for Building, a PIECE of GROUND, containing about 10,000 feet, at Spring Gardens, on Inland Lot No. 199, commanding a good view of the harbour.

Apply to BRERETON & WOTTON,
Solicitors, 29, Queen's Road.
Hongkong, 5th February, 1880. [261

TO LET.

COMMODIOUS and DESIRABLE OFFICES on the Praya.

LANE, CRAWFORD & Co.
Hongkong, 6th February, 1880. [272

TO LET.

A FURNISHED HOUSE in CAINE ROAD. Apply to

H. A. WOOLNOUGH,
Hongkong Dispensary.
Hongkong, 27th March, 1880. [524

TO LET.

THOSE HOUSES situated at QUEEN'S ROAD CENTRAL, opposite the City Hall, and known as the "Beaconsfield Arcade," suitable for shop and dwelling house. Water and Gas Pipes laid on.

Apply to HING KEE,
Commissariat Buildings.
Hongkong, 11th March, 1880. [433

TO BE LET OR SOLD.

THE BUNGALOW on MOUNT KELLET, known as "BLEAK HOUSE."

Apply to
H. A. WOOLNOUGH,
Hongkong Dispensary.
Hongkong, 3rd June, 1880. [944

HOUSES TO LET.

THE DWELLING HOUSE, No. 9, MOSQUE TERRACE; Water and Gas laid on.
The "EYRIE" at VICTORIA PEAK, FURNISHED, with Good Tennis Lawn and Garden.

Apply to
LINSTEAD & Co.
Hongkong, 19th May, 1880. [179

TO BE LET.

SEA VIEW. TWO SIX-ROOMED HOUSES and a BUNGALOW in ELGIN STREET.

DAVIS & Co.
Hongkong, 20th May, 1880. [257

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns, under European supervision; and VESSELS DISCHARGED alongside the Wharf on Favourable Terms, with quick despatch. Also entire GODOWNS to be LET.

919] MEYER & Co.

TO LET.

NO. 8, FLETCHER'S BUILDINGS, with Offices and Godowns attached.
"FAIRLEA," BONHAM ROAD, as a whole or divided, with separate entrances and Gardens, Tennis Lawn, &c.
"SHIRLEY," BONHAM ROAD.
Commodious GODOWNS and Water-side STORAGE.

DAVIS & Co.
Hongkong, 20th May, 1880. [281

TO LET.

FOREIGN DWELLING HOUSES in the HOLLYWOOD ROAD, containing 6 Rooms and Out-houses.
Nos. 3 and 9, SEYMOUR TERRACE.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 8th April, 1880. [214

TO LET.

TWO LARGE and COMMODIOUS ROOMS for Offices, PRAYA CENTRAL.

Apply to
EDUARD SCHELLHASS & Co.
Hongkong, 13th January, 1880. [130

TO LET OR TO LEASE.

THE DESIRABLE BUNGALOW, known as "CRONEST," at Victoria Gap, with Immediate Possession.
For Particulars, apply to
RUSSELL & Co.
Hongkong, 26th May, 1880. [1m889

TO LET.

ON Marine Lot No. 65, FIRST-CLASS GRANITE GODOWNS.

Apply to MEYER & Co.
Hongkong, 26th July, 1879. [929

TO LET.

THE TWO HOUSES, Nos. 14 and 16, STANLEY STREET, lately in the occupation of the Temperance Hall.
TWO ROOMS in CLUB CHAMBERS.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 28th April, 1880. [41

NOTICE.

THE Undersigned Firm has been established in Hongkong for more than THIRTY YEARS, and has never had a branch establishment anywhere. All Orders for Goods have been executed under our own supervision and the best of materials used.

We have always enjoyed the patronage and confidence of the Gentry and Merchants of Hongkong and Ports near and far, but now we are afraid that as another firm has lately been started having a SIMILAR HONG NAME, our Customers may be misled and induced to think it is identical with ours.

Accordingly we give notice that we have NO CONNECTION WITH ANY OTHER FIRM, and respectfully ask our Customers and the Public to pay particular attention to our Address, given below, and our Chop, which is stamped on all our Goods, and without which none are genuine.

SUN SHING,
Fancy Goods and Silks Shop,
62, QUEEN'S ROAD CENTRAL,
Opposite the former site of the Chartered Bank.
Hongkong, 9th April, 1880. [617

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE.
By DR. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE:—
In Paper Wrapper......... $1.50
Neatly Bound......... $2.00
Apply at the *Daily Press* Office.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions from H. M. Naval Storekeeper to Sell by Public Auction,

THIS DAY,

the 8th June, 1880, at Noon, at H.M. Naval Yard, Old Sundry Condemned

NAVAL and VICTUALLING STORES.

Comprising:—
OLD IRON, HOSES, GLASS, BOATS, RAGS, OLD ROPE, CARPETS, LAMPS, FILES, LIGNUM VITÆ, &c.
One 30-feet CUTTER, and Unserviceable HOSPITAL STORES.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Government Auctioneer.
Hongkong, 1st June, 1880. [929

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 9th June, 1880, at 12 o'Clock Noon, at the "Min King" Shop, No. 74, Queen's Road Central (under Distraint for Rent and Writ of Execution), the

STOCK-IN-TRADE, FIXTURES, FURNITURE, &c.,

Comprising:—
Sundry CHINESE and JAPANESE PORCELAIN VASES, JARS, TEA POTS, CUPS and SAUCERS, BOWLS and ORNAMENTS, LACQUERED WARE, WOOD CARVINGS, BONE and IVORY CARVINGS, IVORY WARE, FANS, EMBROIDERIES, &c.
GLASS SHOW CASES, SHELVES, COUNTERS, TABLES, STOOLS, LAMPS, CLOCK, PICTURES, Set of DRAWERS.
&c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 7th June, 1880. [962

PUBLIC AUCTION.

ELEGANT ENGLISH AND AMERICAN-MADE HOUSEHOLD FURNITURE, OIL PAINTING, ENGRAVINGS, OLEOGRAPHS, GLASSWARE, PLATED WARE, PIANO, &c., &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 15th June, 1880, at 2 P.M., at the Residence of Miss LAMB, No. 14, Hollywood Road, the whole of the

ELEGANT HOUSEHOLD FURNITURE, &c., comprising:—

Crimson Rep-covered Drawing-room SUITE.
English-made Walnut Marble-top CHEFFONIER, with GLASS.
Blackwood Inlaid MARBLE-TOP CENTRE TABLE.
MARBLE-TOP TABLES.
CRYSTAL GASALIER & GAS BRACKETS.
OIL PAINTING, OLEOGRAPHS, ENGRAVINGS.
BRONZES, VASES, STATUETTES, and ORNAMENTS.
ELEGANT CARPETS & VELVET HEARTH-RUGS.
Handsome MIRRORS on Marble-top Stands.
CHIMNEY GLASSES and CLOCKS.
Extension DINING TABLE.
English-made Mahogany CHEFFONIER with GLASS.
WHATNOTS.
DINNER, DESSERT, and BREAKFAST SETS.
GLASS and PLATED WARE.
English-made Mahogany Morrocco-covered Dining-room SUITE.
English-made Walnut Camel's-Hair Cloth-covered Bedroom SUITE.
American-made WALNUT MARBLE-TOP LOW BUREAU with GLASS.
Double BEDSTEADS.
WARDROBES, with PLATE GLASS DOORS.
CHEVAL GLASSES.
English-made Walnut DAVENPORT.
English-made MAHOGANY TABLES and CHAIRS.
A COTTAGE PIANO, by LUNAN, Lubeck, made expressly for this climate.
&c., &c., &c.
Catalogues will be issued.
The whole will be on view on the 13th and 14th June.

TERMS OF SALE.—As Customary.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 2nd June, 1880. [940

NORWICH UNION FIRE INSURANCE SOCIETY.
ESTABLISHED 1797.
FOR FIRE INSURANCE EXCLUSIVELY.

HEAD OFFICE—SURREY STREET, NORWICH.
LONDON OFFICE—50, FLEET STREET.
AMOUNT INSURED .... £135,000,000.
CLAIMS PAID .... £3,611,000.

The Undersigned, Agents of the above Company, are prepared to issue POLICIES of INSURANCE against FIRE on the usual terms.

BIRLEY & Co.,
Agents.
Hongkong, 4th June, 1880. [1m950

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [14

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
Hongkong, 9th November, 1868. [15

STEAM LAUNCHES always ready for TOWING VESSELS to Sea or in Harbour.
TOWAGE to WHAMPOA.
Rates cheaper than any other Firm.
Captains are invited to call personally.

SING LEE,
37, TUNG MAN LANE,
Fourth House on the right hand side.

CHINA OVERLAND TRADE REPORT,
the
COMMERCIAL JOURNAL FOR CHINA, JAPAN, &c., &c.,
Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail,
contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.
Hongkong, 3rd October, 1877.

INTIMATIONS.

KELLY AND WALSH have just received—
JOEL'S CONSUL'S MANUAL. WHITE'S MANUAL OF NAVAL ARCHITECTURE. VIOLLET LE DUC, HOW TO BUILD A HOUSE. QUEEN'S REGULATIONS AND ADMIRALTY INSTRUCTIONS. CLARKE'S MANUAL OF RULES, TABLES, AND DATA FOR MECHANICAL ENGINEERS. SPENCER'S RECENT DISCUSSIONS IN SCIENCE. WILSON'S HANDBOOK OF HYGIENE. AN ATLAS OF ANATOMY. MR. MARGARY'S JOURNAL. INMAN'S NAUTICAL TABLES. ROMAN VIOLIN STRINGS. Complete Editions of OPERAS. NEW SHEET MUSIC (Catalogues in a few days). THE ORPHEUS GLEES. Fine Assortment of HYMNS, Ancient and Modern; PRAYER BOOKS, CHRISTIAN YEARS, &c. NEW DESIGNS IN MENU CARDS; Large Assortment of BRIAR PIPES, Silver-mounted, in Case. SIBERIAN CIGARETTES. REGINA CIGARETTES. KWELECKI CIGARETTES. THREE CROWN CIGARETTES. [930

A. BAUTERT, MAYNZ, DELICIOUS TABLE BEER, Awarded First Prize Medal, Sydney Exhibition.

SANDER & Co.,
Agents.
Hongkong, 19th May, 1880. [1m848

L. ROSE & Co.'s CELEBRATED LIME JUICE CORDIAL.
Sole Agents for Hongkong and China,
ARNHOLD, KARBERG & Co.
Hongkong, 19th May, 1880. [847

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers.

FOR SALE.

AUSTRALIAN COAL, Ten Dollars per Ton.

R. LOWE,
Pagoda Island.
Foochow, 14th May, 1880. [2m855

FOR SALE, CHEAP.

A LARGE HORSE, and English PHÆTON, single and double, with HARNESS, &c., complete. Address X. Z., Office of this Paper.

Hongkong, 1st June, 1880. [926

DYNAMITE, FUSES, DETONATORS, &c., from
NOBEL'S EXPLOSIVES CO., LIMITED, GLASGOW,
can be had in any quantity on application to
THE BORNEO CO., LIMITED,
Agents.
Hongkong, 9th March, 1880. [429

FOR SALE.

CHAMPAGNE, 1874
HEIDSIECK & Co.'s
MONOPOLE.
DEETJEN & Co.
Hongkong, 2nd July, 1877. [1009

FOR SALE.

CUTLER, PALMER'S CELEBRATED WINES AND COGNAC.
Price List on application.
F. BLACKHEAD & Co.
Hongkong, 1st November, 1877. [33

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1874, "WEISSLACK."
$20 ......per case of 2 dozen pints.
$19 ......per case of 1 dozen quarts.
CHATEAU LEOVILLE POYFERRE, 1869, "VIN DES PRINCES."
$18......per case of 1 dozen quarts.
PALMER MARGAUX.
$7 ......per case of 1 dozen quarts.
$8 ......per case of 2 dozen pints.
CHATEAU BELAIR.
$7 ......per case of 1 dozen quarts.
LORMONT.
$5 ......per case of 1 dozen quarts.
$6 ......per case of 2 dozen pints.
SIEMSSEN & Co.
Hongkong, 13th February, 1880. [27

FOR SALE.

DICTIONNAIRE CHINOIS—FRANCAIS ET LATIN,
By M. DE GUIGNES,
1 vol., strongly bound, and in excellent condition.
Apply to LEONG AKIT, *Daily Press* Office.

OSTRICH FEATHERS.

FOR SALE, BEST GENUINE OSTRICH FEATHERS, of different sizes and colours, dressed and undressed, at very MODERATE PRICES and suitable for Ladies' Hats.

COWASJEE D. DADACHANJEE,
12, Peel Street.
Hongkong, 9th January, 1880. [121

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1879.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, January, 1880.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [20

FOR SALE.

CUTLER, PALMER & Co.'s CLARETS, at $13½, $9, $8, $7, $6, and $4½ PER CASE OF 1 DOZEN QUARTS.
SHERRIES, at $10½, $9½, $9, and $8½ PER CASE OF 1 DOZEN QUARTS.
CHAMPAGNE, at $13½ PER CASE OF 2 DOZEN PINTS.
CHAMPAGNE, at $12½ PER CASE OF 1 DOZEN QUARTS.
HOCK, at $9 PER CASE OF 1 DOZEN QUARTS.
BRANDIES, ** and ***, at $7½, $8½, $10, and $11 PER CASE OF 1 DOZEN QUARTS.
Detailed Price Lists on application to
SIEMSSEN & Co.
Hongkong, 6th January, 1880. [28

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

THE STAG HOTEL,
QUEEN'S ROAD HONGKONG.
This Hotel is centrally situated, and within a few minutes walk of the principal Landing Stages.
Tiffin at ONE o'clock. Dinner at SEVEN.
Good Accommodation for Visitors.
New English and American Billiard Tables.
35] J. COOK, PROPRIETOR.

KOWLOON HOTEL.
Pleasantly situated on Kowloon Peninsula.
BOWLING ALLEYS, BILLIARDS, NEW PATENT SHOOTING GALLERIES, &c.
REFRESHMENTS BEST QUALITY ONLY.
RICH. BRAUN.
Hongkong, 30th March, 1880. [569

INTIMATIONS.

IN THE MATTER OF THE ESTATE OF KWOK ACHEONG, LATE OF HONGKONG, MERCHANT, DECEASED.

NOTICE is hereby given, that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of KWOK ACHEONG, who died at Victoria in the Island of Hongkong on the 22nd day of April, 1880, and whose Will was duly proved by KWOK YIN KAI and KWOK YUNG PO, of No. 8, Queen's Road West, Victoria, aforesaid, in the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 30th day of April, 1880, are hereby required to send, in writing, the Particulars of their CLAIMS or DEMANDS to the said KWOK YIN KAI and KWOK YUNG PO at their residence, aforesaid, or to Messrs. BRERETON and WOTTON, the Solicitors of the said KWOK YIN KAI and KWOK YUNG PO, at their Office, 29, Queen's Road, Victoria, aforesaid, on or before the 1st day of September, 1880. And Notice is hereby also given, that at the expiration of the last mentioned day the said KWOK YIN KAI and KWOK YUNG PO will proceed to distribute the Assets of the said KWOK ACHEONG, amongst the Parties entitled thereto, having regard to the Claims of which the said KWOK YIN KAI and KWOK YUNG PO, or their Solicitors, the said Messrs. BRERETON and WOTTON, have then had notice; and that the said KWOK YIN KAI and KWOK YUNG PO will not be liable for the Assets, or any part thereof, so distributed, to any person of whose Claim the said KWOK YIN KAI and KWOK YUNG PO had not had notice at the time of the distribution.

Dated this 1st day of May, 1880.

BRERETON AND WOTTON,
761] 29, Queen's Road, Hongkong.

CANTON INSURANCE OFFICE.
ADJUSTMENT OF BONUS FOR THE YEAR 1879.

SHAREHOLDERS in the above Office are requested to furnish the Undersigned with a LIST of their CONTRIBUTIONS for the year ending 31st December, 1879, in order that the Distribution of the Profits reserved for the Contributors may be arranged. Returns not rendered prior to the 15th June next will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 10th May, 1880. [810

DENTAL NOTICE.

DR. ROGERS, now on a visit to Shanghai, will return to Hongkong early in the winter as usual.

Hongkong, 1st April, 1880. [32

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS.
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED.
34] 9, HOLLYWOOD ROAD.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUMIDA-MARU," FROM KOBE AND YOKOHAMA.

CONSIGNEES of CARGO by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after TUESDAY, the 8th instant, will be landed and stored at Consignees' expense and risk.

No Fire Insurance will be effected.

MITSU BISHI MAIL S.S. CO.,
No. 50A, Queen's Road.
Hongkong, 7th June, 1880.

STEAMSHIP "YANGTSE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship "INDUS," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 4 o'Clock P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 12th inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 6th June, 1880.

STEAMSHIP "JAPAN," FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 9th instant will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed that any Claims must be made immediately, as none will be entertained after the 12th instant.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 4th June, 1880. [951

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"MORAY"
having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.
Hongkong, 2nd June, 1880. [1w943

FROM LONDON AND SINGAPORE.

THE Steamship
"OXFORDSHIRE,"
Captain Jones, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at the Consignees' risk and expense.

No Fire Insurance will be effected.

RUSSELL & Co.,
Agents.
Hongkong, 2nd June, 1880. [937

FROM LONDON AND PORTS OF CALL.

THE Steamship
"LORD OF THE ISLES"
having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godown of the Undersigned, situated on Marine Lot No. 10, whence and from the Wharf or Boats delivery may be obtained.

Cargo remaining undelivered after the 8th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st June, 1880. [993

INTIMATIONS.

FOR SHANGHAI.

THE Steamship
"CHINA,"
Captain Ackermann, will be despatched for the above Port TO-DAY (Tuesday), the 8th inst., at 2 P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, 7th June, 1880. [963

FOR AMOY AND TAMSUI.

THE Steamship
"FOKIEN,"
Captain S. Ashton, will be despatched for the above Ports TO-MORROW, the 9th instant, at 5 P.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 7th June, 1880. [964

FOR SAIGON.

THE Steamship
"QUINTA,"
Captain Thomsen, will be despatched for the above Port on FRIDAY, the 11th instant, at 4 P.M.
For Freight or Passage, apply to
SOEY SHING,
Bonham Strand.
Hongkong, 7th June, 1880. [965

FOR YOKOHAMA.

THE Steamship
"YORITOMO MARU,"
Captain W. Cotter, due here on or about 15th instant, will have quick despatch for the above Port.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 7th June, 1880. [966

SELLING OFF!

STOCK at the CHEAPEST PRICES. And from this date, the Best Quality SCHIEDAM GENEVA, in Stone-bottles, at $4.50 per dozen.
Apply to J. F. SCHEFFER,
54, Praya Central.
Hongkong, 8th June, 1880. [967

G. FALCONER AND CO.,
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS, AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE.

Commencing with the "PESHAWUR," leaving Hongkong on the 14th instant, and until further notice, the Company's Mail Steamers from China will proceed to LONDON, *via* SUEZ CANAL, calling at SOUTHAMPTON to land Passengers and Mails.

A. McIVER,
Superintendent.
Hongkong, 3rd June, 1880. [1m866

NOTICE TO MARINERS.

No. 118.

CHINA SEA.

SWATOW DISTRICT.

CAPE OF GOOD HOPE LIGHTHOUSE.

NOTICE is hereby given that the CAPE OF GOOD HOPE LIGHT was exhibited for the First Time at Sunset of the 28th instant.

The Illuminating Apparatus is Dioptric of the Fourth Order, shewing a fixed RED LIGHT from S. 32° E. to S. 10° E., a fixed WHITE LIGHT eclipsed for about 4 seconds every half minute from S. 10° E. round by S. and W. to N. 8½° E., and a fixed RED LIGHT eclipsed for about 4 seconds every half minute from N. 8½° E. till it is shut in by Ma-urh Point. The Bearings are Magnetic and from Seaward.

The Light is elevated 171 feet above the level of the sea, and, in clear weather, the WHITE LIGHT should be visible at a distance of 15 nautical miles, and the RED LIGHT at 8.

The Tower is round, of iron, 10 feet high and with a total height from its base to the lantern vane of 22 feet.

The Tower, Dwellings and, Boundary Wall are painted white.

Approximate Position:—Lat. 23° 14'.
Long. 116° 47'.

By order of the Inspector-General of Customs,
DAVID M. HENDERSON,
Engineer-in-Chief.
Imperial Maritime Customs,
Engineer's Office,
Swatow, 31st May, 1880. [1m941

NOTICE TO MARINERS.

No. 119.

CHINA SEA.

SWATOW DISTRICT.

SUGAR LOAF ISLAND LIGHTHOUSE.

NOTICE is hereby given that the SUGAR LOAF ISLAND LIGHT was exhibited for the First Time at Sunset of the 29th instant.

The Illuminating Apparatus is Dioptric of the Sixth Order, showing a fixed WHITE LIGHT varied by Red Flashes at half minute intervals and visible all round.

The Light is elevated 200 feet above the level of the sea, and, in clear weather, it should be visible 8 nautical miles.

The Tower is round, of iron, 9½ feet high, and with a total height from its base to the lantern vane of 21½ feet.

The Tower and Lantern Dome are painted red and the Dwellings white.

Approximate Position:—Lat. 23° 19' 8".
Long. 116° 44' 25".

By Order of the Inspector-General of Customs,
DAVID M. HENDERSON,
Engineer-in-Chief.
Imperial Maritime Customs,
Engineer's Office,
Swatow, 31st May, 1880. [1m942

SINGAPORE GRAVING DOCKS.

NOTICE.

A CONSIDERABLE REDUCTION has been made since the 15th of February in the Rates for Dock Hire in the Graving Docks of the undermentioned Companies in the Charges for Cleaning and Painting Iron Vessels, and for Coppering Wooden Vessels.

Tariff Rates can be had on Application at either of the Companies' Offices in Singapore, or at the Offices of their respective London Agents.

Messrs. PATERSON AND SIMONS,
39, Lime Street,
For the New Harbour Dock Company, Limited,
(Signed) CHARLES WISHART,
Manager.
Messrs. MACTAGGART, TIDMAN & Co.,
34, Leadenhall Street,
For the Tanjong Pagar Dock Company, Limited,
(Signed) E. M. SMITH,
6m534] Manager.

EDUCATION IN ENGLAND.

The Rev. R. G. SOPER, B.A. (London University), receives a limited number of YOUNG GENTLEMEN at "The Grove," Hoylake, near Liverpool.

A Sound Education is combined with home comforts and domestic care. Pleasant House and Grounds, in a most healthy locality at the sea side.

TERMS.—60 GUINEAS PER ANNUM, exclusive of extras. Special Arrangements for the holidays. Reference kindly permitted to R. C. WILCOX, Esq.

NOW ON SALE

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, &c.,

FOR 1880.

With which is incorporated "THE CHINA DIRECTORY".

This Work, the ONLY one of the kind in China or Japan, is now in the EIGHTEENTH YEAR of its existence, and is NOW READY FOR SALE. It has been compiled from the MOST AUTHENTIC SOURCES, and no pains have been spared to render it THOROUGHLY RELIABLE, both as a Directory and as a Work of Reference on Commercial Matters.

Various additions have been made, tending to render the Work still more valuable for reference. The descriptions of each Port have been carefully revised, and the trade statistics brought down to the latest dates obtainable.

The Work is embellished with the following Plans and Maps:—Chromo-lithograph Plans of VICTORIA, Hongkong, of CANTON, the FOREIGN SETTLEMENTS at SHANGHAI; a Chromo-lithograph Plate of the CODE of SIGNALS in use at VICTORIA PEAK; and Maps of the COAST of CHINA and HONGKONG.

It contains a DESCRIPTION of and DIRECTORY for HONGKONG, MACAO, PAKHOI, HOIHOW, WHAMPOA, CANTON, SWATOW, AMOY, TAKAO, TAIWANFOO, TAMSUI, KEELUNG, FOOCHOW, WENCHOW, NINGPO, SHANGHAI, CHINKIANG, KIUKIANG, WUHU, HANKOW, ICHANG, CHEFOO, TAKU, TIENTSIN, NEWCHWANG, PEKING, NAGASAKI, KOBE (HIOGO), OSAKA, YOKOHAMA, NIIGATA, HAKODATE, MANILA, ILOILO, CEBU, SAIGON, CAMBODIA, HAIPHONG, HANOI, BANGKOK, and SINGAPORE, as well as condensed accounts of China, Japan, the Philippines, and the Ports of Annam.

"The Chronicle and Directory for China, Japan, and the Philippines" is published in Two Forms—Complete at $5; or with the Lists of Residents, Port Descriptions and Directories, Plan of Victoria, and Code of Signals, at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO .... Messrs. A. A. de Mello & Co.
SWATOW .... Messrs. Campbell & Co.
AMOY .... Messrs. Wilson, Nicholls & Co.
FORMOSA .... Messrs. Wilson, Nicholls & Co.
FOOCHOW .... Messrs. Hedge & Co.
NINGPO .... Messrs. Kelly & Walsh, S'ghai.
SHANGHAI .... Messrs. Hall & Holtz.
" .... Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS .... Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI .... The C. and J. Trading Co.
HIOGO, OSAKA .... The C. and J. Trading Co.
YOKOHAMA .... *Japan Gazette* Office.
MANILA .... Messrs. Viuda de Loyzaga & Co.
SAIGON .... Mr. J. H. Bloom.

Daily Press Office, 13th January, 1880.

NOTICE.

A. S. WATSON AND CO.,

FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the Governor and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS,

PERFUMERS,

PATENT MEDICINE VENDORS,

DRUGGISTS' SUNDRYMEN,

And

AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED, PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or HONGKONG DISPENSARY. [31

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

All letters for publication should be written on one side of the paper only.

Advertisements which are not ordered for a fixed period will be continued until countermanded.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

The Daily Press.

HONGKONG, JUNE 8TH, 1880.

According to the Reuter's telegram published in another column, it would appear that there is some prospect of the Chefoo Convention being ratified ere long. This celebrated agreement, which earned for the British Minister the distinction of K.C.B., but did not meet with the entire approval of either the Government or the people of Great Britain, was concluded at the port from which it takes its name, by the British Minister and the Viceroy LI HUNG-CHANG, on the 13th September, 1876, so that nearly four years have elapsed without its ratification by the British Government. Negotiations appear to have been going on for some time on the subject, but they have hung fire on account of the more momentous questions that have engaged the attention of the Foreign Office. About thirteen months since, in the House of Lords, Lord SALISBURY, then Minister for Foreign Affairs, stated, in reply to a question, that ratification had been delayed until an understanding could be come to on the lekin clauses with other Powers. The proposed mission to Thibet had been postponed on account of the frontier trouble between Russia and China, and the clauses providing for the appointment of a Commission to inquire into the grievance arising from the action of the Chinese Customs' cruisers in blockading this port was to be abandoned because the Governor of the Colony had reported that the grievance had ceased to exist. Wrongly regarding the two latter points as settled, the British Government has doubtless been informed from Berlin of the completion of the revision of the German Treaty—announced a short time ago by the *Shen-pao*—and the Chefoo Convention probably is to be revised in accordance therewith. That, at least, is the most likely explanation of the statement made by Sir CHARLES DILKE in the House of Commons. What the compromise referred to may be we cannot, of course, say definitely. It probably includes the abandonment of the provision relating to the Blockade of this Colony, and the Mission through China to Thibet has also, doubtless, been deferred to an indefinite period. We can hardly expect a satisfactory arrangement of the matters in dispute from a Liberal Government; the Conservative Administration was bad enough so far as affairs in China were concerned, but the era of concession has now set in with a vengeance, we fear. We can only hope that England has not, in this instance, conceded more than other nations. It is probable that the understanding mentioned by Lord SALISBURY with foreign Powers has been arrived at, and if this be the case it is well that the Convention should be ratified. What was wanted by the people of this Colony, however, was that a clause should have been inserted in Sir THOMAS WADE's great masterpiece stipulating for the unconditional removal of the Customs' Stations established round Hongkong, and the abolition of the present system of harassing the native trade of the colony by the imposition of illegal squeezes. But to expect such a course of action from the present Administration would be absurd, and we must be content to bear the ills that afflict us until such time as some legislator endowed with practical common sense reigns at the Foreign Office. It is little short of a national calamity that the Chelsea Republican agitator should have been afforded an asylum in the Foreign Office. It will be remembered that in 1876 Sir CHARLES DILKE, having previously trotted round the globe and paid a flying visit to Hongkong and some of the Treaty Ports, contributed an article to *Macmillan* on British relations with China, which was throughout a tissue of misrepresentations calculated to work much mischief. Office certainly has a remarkable effect in toning down the views and opinions of rabid politicians, but if the member for Chelsea has not altered his views very materially and is allowed much voice in the conduct of the Department, British merchants and residents in China will have small ground to hope for the rectification of any abuse or grievance they may have to complain of.

We are informed that the steamship *Fleurs Castle*, from London, left Singapore yesterday for this port.

The P. and O. steamer *Thibet*, Captain Ashdown, arrived at Singapore yesterday morning on her way to Southampton.

We are requested to state that the story which appeared in the *New York Herald* about the sudden disappearance of one of Colonel Mosby's children is all a romance.

We are requested by the Sheriff to mention that all jurors summoned on the present Sessions will be required to attend at the Supreme Court this morning at ten o'clock.

Yesterday afternoon Rear-Admiral Aslanbegoff paid a visit on board the *Victor Emanuel* and when leaving was saluted; in response to the salute another was returned from the Russian flagship.

As the half-yearly search for white ants will necessitate the removal of the cases in the City Hall Museum and Library, the latter will be closed to the public from Tuesday the 8th till Saturday the 12th, both days inclusive.

Yesterday His Excellency M. Yanagiwara, Japanese Minister to Russia, His Excellency the Governor, and Mr. A. André, Russian Consul, visited the Russian Admiral on board the flagship *Asia*, and were each saluted when leaving.

The *Straits Times* of the 26th ultimo says:—"The Dutch vessel *Gysbertus Hermanus* was lost in the Carimata Passage last Sunday. The crew, about 20 men, were picked up by H.M.S. *Foxhound* and have been brought on to Singapore to-day."

The steel double-screw despatch-vessel *Iris* has been commissioned at Portsmouth by Captain Edward H. Seymour, to relieve the *Helicon* in the Mediterranean, but it is thought that she will eventually be despatched to join the China Squadron.—*London and China Express.*

The following were the vessels on the berth at home, for Hongkong, on the departure of the last mail, April 30th:—At London.—Steamers—*Glenfinlas*, *Gleniffer*, and *Gordon Castle*. Sailing vessels—*Oldbridge* and *Titania*. At Liverpool.—Steamers—*Ulysses* and *Glaucus*. Sailing vessel—*John A. Briggs*.

We acknowledge receipt of a pamphlet entitled "1879: A Retrospect," revised and reprinted from the *Foochow Herald*, by J. P. L. The retrospect deals with the general history of the past year, and of course treats at some length on the Wu-shih-shan case, the event of the year at Foochow. The pamphlet is neatly printed and got up.

The following is a list of articles presented to the City Hall Museum and Library from April 4th to 28th May:—One parrot, by Mr. Wm. McClellan; one insect, by Mr. J. C. Hughes; one snake, by Messrs. Kyle & Bain; one spotted capybara, anonymously; one night-jar, by Mr. C. Seimund; one four legged chicken, by Mrs. D. Palmeira; and 500 vols. books, by the Hongkong Club.

At eight o'clock yesterday morning the men-of-war in harbour fired minute guns for the late Empress of Russia. During the time the guns were being fired the flags on board and at the Government establishments were hoisted half-mast high. The Royal Standard at Government House, and the flags at the respective Consulates were kept half-mast high all day. Most of the merchant vessels in port also had their flags half-mast high until noon.

Return of visitors to the City Hall Museum for the week ending June 6th:—

	EUROPEAN.	CHINESE.
Monday	28	322
Tuesday	34	355
Wednesday	63	299
Thursday	51	68
Friday	18	54
Saturday	23	46
Sunday	Sunday	Sunday
	217	1,144

Mr. G. Saunders, late usher at the Police Court and verger at the Cathedral, left for home yesterday by the steamer *Orestes*. Mr. Saunders has been in the Government service for twenty-five years, and now retires on a well-earned pension. A few days before his departure he was presented by the officers at the Magistracy with a handsome silver tankard and an address expressive of their esteem and good wishes. Mr. Saunders has been succeeded at the Cathedral by Acting Police-Sergeant J. White. The vacant post at the Magistracy has not yet been filled.

The heavy rain of Sunday night and yesterday morning caused landslips in various places. A portion of a new retaining wall beside Mr. Hughes's house above the Albany fell with a loud crash about half-past nine a.m., and at the upper end of Mosque-street a portion of the wall of the garden at the back of the Convent fell at seven o'clock, leaving a considerable gap. At Yow Mah Tee a large quantity of earth was washed down from the hill at the back of the Police Station, the ground floor of the station was flooded, and the surface soil and plants of the garden adjoining were completely washed away.

The following were the current rates of freight for vessels on the berth at home on the departure of the last mail, April 30th:—Per Conference steamers.—To Hongkong or Shanghai, £1 15s. weight, and £1 5s. measurement; to Hankow or Nagasaki, £2 5s. weight, and £2 5s. measurement; and to Yokohama, £2 weight, and measurement. Per China and Japan Shippers' Association. No steamer. Per sailing vessels.—To Hongkong, £1 7s. 6d. weight, £1 5s. measurement; to Shanghai, £1 10s. weight, £1 measurement; and to Yokohama, £1 12s. 6d. weight and £1 5s. measurement. The current quotations for coal were as follow:—From Wear or Tyne, per keel.—To Hongkong, £27; to Shanghai or Yokohama, £31.—From Newport, Cardiff, or Swansea, per ton.—To Hongkong, £1 7s. 6d., and to Shanghai, £1 11s. 6d. From Birkenhead, per ton.—To Hongkong, £1 4s. and to Shanghai £1 6s. The rates of freight per steamer *Glaucus* are for fine goods and yarn, from Birkenhead to Suez, 32s. 6d. net; to Penang and Singapore, £2; to Manila, £4.

SUPREME COURT.

7th June.

SUMMARY JURISDICTION.

BEFORE MR. JUSTICE SNOWDEN.

VINCENOT v. COHEN, $157.80.

Mr. Stephens appeared for the plaintiff, and Mr. Wotton for the defendant.

The plaintiff purchased from the defendant, a travelling trader, a quantity of linen, which was represented to him to be of double width, but which was in fact single width. The price was 90 cents a metre, and the plaintiff now claimed that it ought to be reduced to 60 cents, the difference amounting to $157.80. He had given a promissory note for the whole amount due for the goods he had purchased, which he was willing to pay, less the difference now claimed, and so close the matter, or to return the linen.

The plaintiff gave evidence which showed that the goods were produced to him in bulk and he tore off a piece of the wrapper to examine the quality, but he did not examine the width, and he bought the lot on the representation of the plaintiff's wife that it was of double width. On opening the parcel he found that it was of single width only, but notwithstanding this he did not return it at the time but cut off a piece for sale to a customer. The plaintiff wished to say that other people had been deceived by the defendant in the same way, but his Lordship said he could not hear anything about that.

Mr. Wotton argued that this was clearly a case in which the principle of *caveat emptor* applied. The goods were not sold by sample, but were shown to the purchaser in bulk, and if the court had to assist all idiots and silly purchasers to get out of their bad bargains it would have more than enough to do. He also argued that the linen was in fact double width since it was folded double.

Mr. Stephens said he had a witness to prove that the linen was not double width according to the meaning that term bore in the trade.

His Lordship said he was sorry to say there must be a non-suit. He had no doubt Mr. Vincenot was misled by a misrepresentation that the linen was of double width, but there it was before him; he took it up and examined the quality, and he might have examined the width to see whether it corresponded with the representation that had been made. After that he opened it and actually sold to a customer part of the linen, thereby adopting the whole of the contract. If a person would be so careless as that it was impossible for the law to help him. What he ought to have done was at once to repudiate the contract and call upon Cohen to take back the things, inasmuch as they did not answer the representation. Instead of that he adopted the contract by selling a part. He was sorry he could not help the plaintiff, but he must be non-suited.

Mr. Wotton asked for judgment, saying his Lordship's decision went further than a non-suit.

His Lordship—Well, yes; judgment for the defendant.

Mr. Wotton—With costs, your Lordship?

Mr. Stephens—It is scarcely a case in which costs should be given, I think.

His Lordship—No, I won't give costs.

Mr. Wotton—I think it is a case in which I ought to have costs.

His Lordship—I think your clients are very well out of it; if the case had taken a different form it might have been rather awkward.

Mr. Wotton—No; I am quite prepared to meet the case in any form it may take, and if it had not been for the loss of time it would have involved I would have been prepared to meet the case now on very different grounds.

His Lordship said he did not think it was a case for costs and refused to grant them.

POLICE COURT.

7th June.

BEFORE C. V. CREAGH, Esq.

DISORDERLY CONDUCT.

Joseph Corcoran, Michael Corcoran, and Angus McNeil, firemen on the British steamer *Strathleven*, were charged with assaulting one William Wilson, barkeeper in the National Tavern.—The prisoners after having a drink each, for which they paid, wanted a bottle of gin on trust, which was refused. They then became noisy, used abusive language, and refused to leave the place. The prosecutor went outside to call a policeman when the prisoners attacked him and tore his coat, the second and third prisoners being very prominent.—Fined $1 each, in default two days' imprisonment; the second and third prisoners were ordered to pay half-a-dollar amends, in default one day's further imprisonment.

DRUNKENNESS.

Jose Grasimo Bispo, a marine on the Brasilian corvette *Vital de Oliveira*, was charged with being drunk and refusing to pay chair hair on Sunday night.—Fined half-a-dollar, and to pay thirty cents per chair hire.

Richard Lee, a seaman on H.M.S. *Wivern*, was mulcted in a similar penalty as in the preceding case upon a similar charge.

John Wilson, a seaman on H.M.S. *Wivern*, was charged with being drunk and incapable in Upper Lascar-row.—Fined half-a-dollar, in default six hours' imprisonment.

AN ALLEGED ASSAULT.

Ho Sin Hung, a doctor, and Tang Aleong, a teacher, were charged with assaulting Li Atai, a cook.—Remanded until to-day. Bail allowed in $10 each.

ALLEGED DECOYING A GIRL.

Cheung Akat, and Wong Asing, a married woman, were brought up, on remand, charged with decoying one Wong Atsoi, a girl, into this Colony for the purpose of prostitution.—The case was again remanded until Thursday.

MARINE COURT.

7th June.

BEFORE J. P. MCEUEN, Esq., R.N.

BREACH OF JUNK ORDINANCE.

Lin Man, master and part owner of the trading junk *Tak Shing Li*, was brought up, on remand, charged with furnishing untrue particulars of his junk at Shau Ki Wan Harbour Office, on the 25th ult., and also with using his clearance for another purpose than that for which it was obtained, at the said office, on the said date, contrary to section 20, Ordinance 6 of 1866.

His Worship sentenced the prisoner to twenty-four hours' hard labour, and the junk and cargo to be confiscated.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE STRANDING OF THE STEAMER "MEATH."

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Will you allow me a little space in your columns in which to make a few remarks on the recent inquiry into circumstances attending the damage to the British steamer *Meath*.

I wish it to be premised that I do not cavil at the finding of the Court which tried the case, when I say that it caused me considerable disappointment. This inquiry was the result of my request, and while debating the *pros* and *cons* previous to fully deciding to make the same, the scales were cast by the consideration that the following facts ought to be made very public, viz., the depth of water obtained and trusted to was not what the chart shows in the place where the ship must have been when the soundings were taken, and the rock on which the vessel struck is not marked on the chart, but although near the island it is an off-lying danger which ought to be distinctly shown; and certainly it is not "on" the East Lamock, the possibility of which is implied in the formal finding of the court. If evidence on oath is of any value, nothing could be more clearly brought to the front by it than these two facts, and one gentleman assessor pointedly drew the attention of the Court to the same while the evidence was being taken. I believed that this would have been made as public as the fact of the inquiry having been held. Had I been, previous to the disaster, possessed of any doubt of the correctness of the sounding as shown on the chart, my ship would not have come to grief at that place and time.

I trust the gentlemen who formed the Court will acquit me of any wish to animadvert on their decision, which was doubtless the result of fair judgment and close attention; in fact they do not lay themselves open to any, having only recorded a decision on a point on which many coasting steamship masters are equally with themselves qualified to judge, viz., that it was a "serious error of judgment to shape a course *inside of the Lamocks*" without sufficient reason for so doing. Some may think it sufficient reason for going inside, *that there was no sufficient reason for going outside*; that is simply a matter of opinion, except there exists a speciality in any individual case, and such the Court does not profess to have found in that of the one under notice.

By making this public, Mr. Editor, you may do some seaman a service, by preventing him from trusting implicitly to the lead in the vicinity of the Lamocks. Among those, however, I do not include the seaman who very recently informed me that a vessel from Hongkong stranding on the Lamocks *en route* to Nagasaki must be one hundred and fifty miles out of her course!—Yours, &c., JOHN JOHNSON,

S.S. *Meath*.

THE BOTANIC GARDENS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Being somewhat of an enthusiast in matters horticultural, I read the report of Mr. Ford upon the Botanic Gardens with peculiar interest, and I think the Colony is to be congratulated on the favourable prospect there disclosed. When I call back the time when English flowers were as rare here as the black swan, and compare it with the present, my feelings almost amount to exultation, and I think it an excellent sign that so much progress in horticulture has been made amongst us. No doubt the impetus to the delightful art is mainly due to the annual exhibitions, and the originators of that happy idea are to be envied not a little. I know we are out here for the purpose of making money mainly; but if we can do that and enjoy the pleasure of rearing beautiful plants and flowers also, so much the better. When the fragrance and forms of English flowers recall motherland and early days, I fancy the recollections of home and youth become more vivid and have a chastening influence on the heart. One does not feel quite so far away when he carries a sprig of mignonette in his button-hole and looks on the lobelia, petunia, phlox, and other old country flowers which thrive so singularly well here.

The system of exchange which the Superintendent of the Gardens is conducting, places within our reach the botanical treasures of other countries far and near, and we are amongst quite a wealth of rare and beautiful exotics. This is most noticeable in the orchids, ferns, and foliage plants. When so much money is spent on the maintenance of the pestiferous scum of Canton rascaldom, might not a little be applied towards the providing of a better home for those lovely and fragile forms than the present ramshackle house they have, and which, Mr. Ford says, is in a very unstable condition? I think a vote for a conservatory of iron and glass, which would be both useful and ornamental, would meet with universal approval. The Colony and the Gardens are now surely of sufficient importance to warrant such an acquisition. Should this idea be favourably entertained, I would offer a hint that the building should be low and widespreading, both to be better able to withstand typhoons and to prevent the plants being drawn. At Brisbane, where the sun is very strong, as here, the conservatory has a lofty curvilinear roof, and the consequence is that every plant was drawn out as if passed through a wire-making machine; the draconnas, coleus, begonias, &c., all legs of immense length, devoid of foliage; and I could not avoid drawing a most unfavourable comparison of them with the stately plants of the same kinds we produce here.

Although the advance made in horticulture of late has been very marked, it has certainly been accomplished in a haphazard way. I should be glad to see a Botanical Society organised for mutual assistance and instruction, as is general in England and elsewhere. Experience has shown that societies do not, as a rule, flourish here. I think the explanation is to be found in the fact that in those previously started the ladies had no share. As it fortunately happens that womenkind are passionate lovers of their floral sisters, to which it has been the delight for ages past of the poet to liken them, an association for the furtherance of the culture of those lovely products of nature will no doubt meet with better success than some other societies which have been previously attempted and had so ephemeral an existence.—Yours, &c., ADIANTUM.

Hongkong, 7th June, 1880.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

LONDON, June 5th.

THE CHEFOO CONVENTION.

In the House of Commons, the Under-Secretary of State for Foreign Affairs (Sir Charles Dilke) in reply to a question, said that negotiations were progressing with regard to the Chefoo Convention, and that a compromise was expected.

FOOCHOW.

From native sources we learn that several cases of cholera have recently occurred at the town of Min-ngan and other places between Pagoda Anchorage and Sharp Peak. The city and suburbs of Foochow, however, appear to be happily free from this unwelcome visitation.

A new iron buoy, about six feet in length and diameter, has, we understand, been picked up by one of the pilot-boats between the Min Reef and the White Dog Islands. The buoy is now in custody of the Harbour-Master, who holds it on behalf of the pilots until the owner claims it and pays all expenses.

Teamen are, it is needless to state, longing for an early opening of the Foochow market; and almost superhuman efforts are being made by these cunning trade-unionists to "force the running." But the "barbarian" will not bite; and, in sober truth, why should he? The daily influx of leaf is simply appalling—while cost is said to be very considerably in excess of prices paid up-country last season. Under such circumstances as these, the "Tea Trade Association Club" will presumably have to exert all its adroitness in shifting the burden of loss to other shoulders.

The approaching retirement of Mr. De Lano from the post of United States Consul at this port is an event that will doubtless be viewed with regret by all classes of the Foochow community, and more especially by American residents. In public life it will not be denied that Mr. De Lano has during his long term of office shown invariable attention to the interests and unwearied vigilance in regard to the treaty rights of his nationals. More than this it would be superfluous to say in praise of Mr. De Lano's untiring energy and firmness in official matters. And we can only hope that his valuable services will not escape due recognition in the proper quarter; and that he may find some new field of public usefulness amidst the whirligig of Cousin Jonathan's numerous shifting appointments.

We understand that the provincial authorities have at length agreed to the United States Consul's proposition—that the persons implicated in the attack on the Rev. Mr. Sites at Yen Ping some months ago should be brought to Foochow for examination. At the same time, however, the mandarins declare their inability to produce the man whom it is alleged was wounded by Mr. Sites. But this is scarcely to be wondered at—in view of the well-known fact that the pretended assault with which Mr. Sites is counter-charged never took place at all; that, on the contrary, the literati of Yen Ping in the first instance trumped-up this impudent charge, and subsequent attempted to make it good by a bare-faced attempt to bribe a man, suffering from a wound of several years, standing, into consenting to personate the alleged victim of missionary indiscretion.

By request of the Committee appointed in March last to collect subscriptions from Foochow residents towards the relief of distress in Ireland, we published the following statement:—The total subscriptions to date amount to $1,789.50—from which the sum of £300 (in two remittances of £200 and £100 respectively) at an exchange of 3/10=$1,600, has been forwarded by telegraphic transfer to the Duchess of Marlborough's Fund. The cost of two telegrams, and petty expenses, involved an outlay of $42.30—leaving a balance in hand of $140.70, which sum will, we understand, be remitted in a sight draft by the next outgoing mail. In closing the subscription lists, the Committee desire, through the medium of these columns, to thank the community for its generous response to the appeal.

With much regret we have to announce in this issue the death of Mr. James Carroll, who for many years past had occupied the important post of Principal in the School of Practical Navigation at the Mamoi Arsenal. The deceased gentleman was born at Saltash, in Cornwall, and was educated at the Greenwich Naval School. Prior to his engagement by the Mamoi Arsenal authorities in 1866, Mr. Carroll was employed as "coaching" tutor at Burney's well-known private Naval Academy at Portsea, and several of his old pupils, now holding commissions in Her Majesty's Navy, who have since served on the China Station, have invariably spoken in terms of the highest praise when alluding to their old tutor's skilful services. In later years, Mr. Carroll's able management of the Mamoi Arsenal School, his patient and painstaking devotion to a task that would have discouraged many equally competent men, have extorted unqualified commendation from both native and foreigner alike. The deceased gentleman was deservedly popular with his native pupils, from whom he received a few years ago a most flattering address.

A very interesting ceremony took place at the Kushan Monastery on the night of the 15th instant. The occasion was the initiation of thirty-five Bhuddhist priests, some of whom, we were informed, had travelled several hundred miles for the purpose. The strictly religious function commenced at about 8 p.m., and terminated at about 3 a.m. More than three hundred priests were in attendance, and the "ordination" service was conducted by the Abbot, a solemn-visaged but no means unprepossessing old gentleman. The principal feature of the ceremony consisted in burning several small holes—varying from three to nine in number—on the clean-shaven cranium of each of the candidates. This painful operation, was performed by the Abbot, and appeared to make some of the novices wince, but the bulk of them submitted to the severe discipline without any outward show of repugnance. In reply to a question, one of these "newly ordained" monks the top of whose skull was a mass of fresh-burnt sores, explained that, if the heart of the aspiring bonze was only true, Bhuddha would protect him from acute pain; but that bad men could not endure the torture. "For my own part," said this modest divine, "I went through the ordeal like a rock." We parted reluctantly from this simple-minded Bhuddhist martyr, and returned in pensive mood to the haunts of the elect.—*Herald.*

NAGASAKI.

Preparatory mining operations on a large scale have been assiduously prosecuted for some time past on the island of Nakanoshima, and many will no doubt be glad to hear that success has so far attended the endeavours of the undertaking, that a fine seam of coal, nine feet in thickness, has been struck, at a distance of 193 feet in the pit, which, so far as at present can be judged, is of the very best quality. Another seam, four feet thick, has also been discovered to exist about five feet lower down. Some time must naturally elapse before any out-put can be looked for, as considerable work yet remains to be done in the matter of erecting machinery, etc. In due course it is hoped the out-put will more than realise the highest expectations, and eventually prove a source of great profit to the enterprising proprietor, and of much benefit to the general mercantile interests of the port. The mine is owned by Mr. Miné, a native of this *ken*, and is under superintendence of an old resident and well-known mining engineer, E. H. M. Gower, Esq.

The Mitsu Bishi Co.'s steamship *Akitsushima Maru* arrived from Yokohama on the 15th May, *en route* to Corea, where another port is about to be opened to Japanese traders. There were quite a number of passengers on board, including Government officials, merchants, artizans, and labourers. Her cargo consisted of prepared timber for constructing houses for the settlers, household utensils, and general merchandise—in fact everything necessary for the speedy formation of a Japanese settlement. She left the same evening.

The flagship *Iron Duke* arrived from Chefoo on the 15th May, and the first gun of the salute to the port was fired as the anchor fell; some delay occurred at the fort before the return salute was fired, and even then the flag was not changed, as is customary. The Russian gunboat *Gornostai*, Captain Stark, arrived from Wladivostock on the 20th. The U.S. corvette *Richmond* and H.M.'s despatch-vessel *Vigilant* were expected, the former from Shanghai and the latter from Chefoo.—Men-of-war in harbour, British, *Iron Duke* and *Fly*; French, *Kerguelen*; Russian, *Gornostai* and *Nerpa*.

The 23rd May will long be remembered amongst the native population in this neighbourhood as the date of the perpetration of a tragedy unparalleled in the recent history of Nagasaki. That the reports in circulation during the past week have not been in the least exaggerated, the following particulars of the occurrence, compiled from a translation from the *Saikai Shimbun* and authenticated from reliable native sources, is amply convincing:—A woman named Okuma, thirty-two years of age, residing in Oura, recently discarded her former lover, Mori Otokichi, and married a man named Matsuwo Tomotaro, of Oura. Otokichi, enraged at being thus slighted, vowed to be revenged on both his false lover and his successful rival at the first opportunity; to carry out which purpose he bought a sword at a second-hand shop. Time passing on without the coveted circumstances occurring, he determined to wait no longer; accordingly, armed with the sword, he proceeded to the house occupied by Tomotaro and his wife. Arriving at the door at one a.m., he knocked, and demanded to be admitted. Okuma, hearing his voice, recognised it, and taking into consideration recent circumstances and the unusual hour, became afraid, and secreted herself. Tomotaro, unaware of the extent to which the night visitor was armed, proceeded to answer the summons, and to a request asking if Okuma was at home, he thought it advisable to answer in the negative. Whereupon Otokichi, accusing him of falsehood, rushed in, and after quarrelling for several seconds, he drew his sword and cut Tomotaro several times across the face until he fell, and then, with the weapon covered with the blood of the husband in his hands, he proceeded in search of the wife. Being unable to find her, he concealed himself in a dark place, to watch for her appearance. The neighbours having heard the noise, some ventured out to ascertain the cause, whilst others were too frightened to open their doors. Amongst those assembled on the scene were two brothers, named Sudzuki Katsugoro and Sudzuki Gosaburo, who led the people in search of Otokichi. Considerable time elapsed before his whereabouts was discovered, but towards daylight, a man was perceived standing on the roof of a house, who, upon closer acquaintance, shouted out that "he was the man who had killed Tomotaro, whose wife he was now in search of, and if any one stood in his way he would kill them also." With this, he jumped down, and all the people ran away, excepting the two brothers, between whom and Otokichi a severe struggle ensued. One of the brothers was armed with a spear, and after several narrow escapes, they succeeded in obtaining the mastery, but not before Otokichi was wounded to such an extent that he expired at the Hospital at noon the following day. Tomotaro still lies in a very precarious state, and his recovery is a matter for considerable doubt.—*Rising Sun.*

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, 30th April, 1880.

THE NEW MINISTRY.

The nomination of the members of the new Ministry is the all engrossing topic, not only in Great Britain, but in Europe, where diplomacy is at a dead-lock waiting the development of the of the policy of our new Government.

It will be noticed that the all the portfolios of the new Cabinet have been given and accepted, the advanced Liberal party—to wit, the Radicals—being fairly represented. Such, was not the original intention of the Premier, I have reason to believe, and a subordinate post was at first offered to Mr. Chamblain, who has since been appointed President of the Board of Trade with a seat in the Cabinet. Sir Charles Dilke has accepted the post of Under-Secretary of State for Foreign Affairs, which is really an important position, as his chief is in the Upper House. Mr. Gladstone and Lord Selborne, the Chancellor, are very High Churchmen, and there is no likelihood of the Church of England being reformed or disestablished whilst they hold office. The *Spectator* has it that the result of the late elections is to be entirely attributed to the active canvas of the Nonconformist ministers, who at the last general election were so dissatisfied with what Mr. Gladstone had done for them that they either abstained from voting or supported the Conservatives. I believe the *Spectator* to be right. The abuses of the Church of England are intolerably abominable, and I do not think a more worldly-minded set of men exist than the clergy of that establishment. The detestation in which the Nonconformists hold it is excessive and cannot be long restrained.

There is much reasonable ground for speculation as to the steps taken by the Queen in the formation of the new Cabinet. In the first place it cannot be doubted that Her Majesty ardently approved of Lord Beaconsfield's Eastern policy and would therefore naturally be anxious lest Mr. Gladstone should attempt to reverse it. Not only had Lord Beaconsfield several private audiences with the Queen immediately prior to his resignation, but at least one whilst the new Ministry was being formed. Moreover, he was invited to the wedding of the Princess Frederika of Cumberland, daughter of the late King of Hanover, which takes place at Windsor to-morrow, and he will sleep at the Castle.

Taking these facts and inferences at their fair value, we must look narrowly at the formation of the new Cabinet. The Duke of Argyll, who attacked the Beaconsfield policy in such a vehement and vindictive manner, does not reassume the portfolio of the India Office but is made Lord President of the Privy Council. Lord Northbrook, who behaved so discreetly in resigning the Governor-Generalship of India because he disapproved of the Beaconsfield policy, is neither sent back to India nor to the India Office, but is made First Lord of the Admiralty. Then it should be observed how the Queen moved in the matter. In the first place Lord Hartington was sent for as the leader of the House of Commons. Is it not natural to infer that he told the Queen no Ministry could be formed without a reckoning with Mr. Gladstone, and that the Queen expressed apprehensions as to reaction, and requested Lord Hartington to bring Lord Granville to confer on the subject?

At all events the two noblemen named had an audience the day following and were closeted with Her Majesty for some time. Is it not inevitable that the same apprehensions of reaction should be expressed by the Queen and quite as probable that Lord Granville should agree to be Foreign Secretary and Lord Hartington Secretary for India in the new Cabinet? These are the only departments in which the dreaded reaction could occur, and, held by these incumbents, Her Majesty would be satisfied. Such an arrangement would of course require Mr. Gladstone's sanction, and we see the two noblemen returning to town by an express train and proceeding together direct from the terminus to Mr. Gladstone's residence, where they remained for some time. They must have sent the result of the interview to the Queen, and that result must have been Mr. Gladstone's acquiescence, provided he was made Premier and Chancellor of the Exchequer—*videlicet*, he agreed to Lord Granville and Lord Hartington having the management of the Eastern Question provided he held the purse-strings. Accordingly next day Mr. Gladstone was summoned to Windsor, where he kissed hands as Premier and Chancellor of the Exchequer, Lord Granville and Lord Hartington being at the same time announced as Secretaries of State for Foreign Affairs and for India respectively. For a couple of days afterwards no further nominations were announced.

My inferences wind into the facts so completely that my conclusions must come somewhere near the truth. So thinks the Russian Government, I fancy, for the Merv expedition is abandoned on the pretext that corn cannot be had *en route*, owing to a famine in Persia, as if, admitting such to be the fact, it was not previously known.

THE CZAR.

The Czar remains at St. Petersburg, gnawing his heart out. There must be some anxiety felt regarding him, and he must be difficult of approach; for the Emperor of Germany wrote him an autograph letter of sympathy, advising him to go to Livadia for his health, leaving the Czarevitch and Count Melikoff in charge. This the Czar declines to do. Prince Gortschakoff is recovering, but the Empress still lingers.

RUSSIA AND CHINA.

I do not hear anything worth repeating with respect to the Kuldja question. The Russian preparations for eventualities go on actively, however. I see that by the *Globe* advices from Cronstadt, on the 24th inst., Rear-Admiral Pestchocoroff, Assistant Minister of Marine, accompanied by General Pestitch and a number of other naval officers, arrived there in the morning from St. Petersburg and carefully examined in succession the half-armoured frigate *General-Admiral*, the Atlantic cruisers *Europa* and *Africa*, and the newly-constructed clippers *Plastoon* and *Strelok*, all of which vessels are being rapidly fitted out for despatch to the Pacific. Rear-Admiral Pestchocoroff, on quitting the dockyard, gave instructions for the work of equipment to be pushed on with all possible speed. It is evident that, in the event of a war with China, the Russians will follow the example of the Allies in the last war and attack her by sea. They are getting a formidable fleet together.

THE FINANCES.

Some grand financial scheme is expected at the hands of Mr. Gladstone. There is a vast amount of floating debt which requires consolidating, but I believe Mr. Gladstone intends to reduce the interest on Consols to 2½ per cent, and should money remain as cheap and plentiful as it has been of late years, he will surely succeed. In 1884 about one hundred millions of terminable annuities will expire, so that a vast reduction of expenditure will be effected if true economy be practised. I hope that nothing may be done to decrease our present enormous fighting power.

I do not think the change of Ministry will cause much alteration in our foreign policy. The exodus of the Turk from Europe may be hastened. Italy, Greece, Servia, and Roumania will be assigned more Balkan territory at the expense of Austria, but that England must hold the Bosphorus, cannot, I think, be doubted.

THE CHINESE IN BRAZIL.

The *Cruzero*, a Brazilian paper, of the 6th March, says—We have promised to review Senor don Salvador de Mendoza's book on Asiatic labour, but we cannot resist the desire, before entering fully on the task, to indicate the nature of certain paragraphs which the work contains. In them our readers will see that a person who has had more opportunities than many of studying the subject in the United States, where the advantages and disadvantages of Asiatic labour are most clearly seen, confirms the opinions which the *Cruzero* expressed when this question was before ventilated. At that time we stood almost alone amongst the press; now a complete change of opinion in favour of Asiatic labour seems to be taking place, and we hope our predictions will be fully verified. The terrible problem of the abolition of slave labour, which from time to time comes on the *tapis*, becomes each time more pressing, imperatively demanding a solution or threatening total ruin. Not small will be the glory of him who takes in hand, carries through, and brings to a successful issue this question. Whatever may be the virtues or the vices of Chinese immigration, there are weighty *reasons* for desiring that within a short time we may have the powerful assistance of Asiatics. Industrious, economical, and intelligent labourers, turning their hands to various pursuits, the Chinese will re-establish our production of sugar and cotton in the northern provinces, and in the southern provinces they will give an impetus to the cultivation of coffee. Small as is the amount of manual labour required for each of these, it will not be long in increasing the quantity of our chief products and improving the quality, which, in the existing state of the market, is indispensible. There are in the valleys of the Amazon and San Francisco centres of production richer than those of the valleys of the Mississippi and Illinois; the Chinese will develop new cultivations and industries, such as those of tea and silk; they will create manufactures which only require cheap and intelligent labour, and they will be of inestimable value in the construction of our railways. Cheapening labour, they will lower the value of the slave, and thus facilitate his emancipation, as was hopefully indicated in the Agricultural Congress which met at Rio Janeiro last year. Coming from a district within the same zone as Brazil, that is, the Canton province, whose climate assimilates to our own, they will soon be acclimatised amongst us. The experience of them in Java where the Dutch invited them in 1840 and have recently renewed the invitation, and their having yielded good results in the islands of the Indian Archipelago, in Cuba, Demerara, and on the large works of the United States, leave no room for doubt but that their presence will be as productive of good results in Brazil. It is desirable that it should not be said of us as an English writer said of England, referring to Guiana, "Great Britain has also its despotism, although tempered with sweetness," but that, when the treaty has been negotiated with China, we should have a good law regulating Asiatic labour, which will afford the Chinaman as much protection as ourselves. Then we shall have taken a decided step towards reaching the point which rightly belongs to us in the history of civilisation. When great Britain emancipated the slaves in her Colonies, Asiatic labour was already established in Jamaica, in Trinidad, and in Demerara. When the United States burnt out with its war the ulcer which gnawed its feet, the Asiatic was in the western ports. The Supreme opinion of the nations will everywhere applaud so great an achievement. Cuba calls the Asiatics, and the winds which bear them, more powerful than the hurricanes which sweep that island, will drive away the cloud now seen on its horizon. God grant that Brazil may speedily take the same course.

CHINESE RIOT AT KASHING.

The *Shen-pao* gives an account of the recent riot at Kashing. Three Deputies were sent there by the Governor of the province on some business connected with surveying or inspecting the waste lands in the neighbourhood of the town. The country people either misunderstood or mistrusted the intended proceedings of the Deputies; and more than a thousand of them assembled in the town with joss-sticks in their hands and humbly begged the Deputies to desist. The Deputies at first paid no attention to the petitioners, but at last becoming wearied by their importunity gave orders to have them dispersed. The attendant guards at first tried to drive them away with whips and sticks, but failing to make any impression, finally drew their swords. This had merely the effect of incensing the mob and raising a serious riot. The mob at least laid hands on the Deputies, saying that as they were come to inspect the lands outside the city, they had better get out of it at once. Accordingly they were dragged and pushed and thrust out of the gates unceremoniously. The Prefect hearing of the disturbance came at once to the rescue, but before he could arrive, the Deputies, though not seriously injured, were reduced to a very miserable plight by the rough handling they received. On the arrival of the Deputies at Hangchow two battalions of Hunan troops were at once ordered to Kashing to seize the offenders. The troops accordingly began to press boats; and as they treated the boat people very roughly, every craft that could escape, down to the smallest cockle-shell, was taken away and hidden in the creeks among the high reeds, leaving Hanchow quite bare of boats.—*Courier.*

NOTES FROM RUSSIAN TARTARY.

An occasional correspondent sends the *N. C. Daily News* the following:—Health-seekers from the Model Settlement and other treaty ports would do well to take a trip to Vladivostock when the opportunity offers, which is likely to be the case this summer, owing to the enterprise of Mr. M. C. Adams, of Nagasaki, a name well known in Shanghai; and opportunities may also present themselves by the new line of Russian steamers, some of which, according to report, are likely to proceed to Vladivostock. Think of it, ye dwellers on the flats of the Hwangpoo, a summer temperature of 65°, glorious mountain air and scenery, sea-bathing, sea and river fishing, waving forests of oak, birch, pine, etc., and hill-sides covered with wild flowers, cheap living, and a kindly hospitable people eager to welcome and entertain the stranger. From Nagasaki the route is along the Japanese coast close past the beautiful islands of Mats-Sima, Hirado, Ikutski, and Iki, not forgetting the well-known Tengo or Arched Rock, a sight in itself worth the journey, besides the cone of Takabo, and the sharp peak of Hirado, with the lovely scenery of Siski and the Obree Channel, which, with the fine sea air, is so refreshing to those who have been alternately steamed and baked on the plains of China. From Iki-Sima to Dagelet (Mats-Sima of the Japanese), the course is N. 18 deg. E. about 230 miles, passing east of Tsu-Sima in the strength of the Kino-simo, sighting the mountain ranges of Corea behind Cape Clonard in passing.

Dagelet is a beautiful island, wooded to the summit of its highest peak, which rises 4,000 feet above the sea. It is uninhabited except in the summer time, when a few Coreans go there to build junks, leaving when the weather breaks up in the fall. There are some curious rock formations on the island, the most prominent of which is a spike of about 800 feet high stuck on to the hill-side on the northern slope of the island something like a minature of the Matterhorn. Proceeding on a course nearly due north for about 340 miles, the island of Skryploff, which has a good light on it, is reached, rounding which you enter the Eastern Bosphorus and six miles more bring you to anchor in the Golden Horn, off the settlement of Vladivostock, which is steadily increasing in population and importance, but is destined to be superseded by Port Lazareff, which sooner or later the Russians are certain to acquire, as it can be made an excellent naval station, open in winter and easy of defence, which Vladivostock is not. Vessels of war with modern artillery could shell the place from three sides, themselves remaining under shelter, and on each side of the peninsula there is a long stretch of coast where troops could easily be landed. A foreign artillery officer (not Russian) stated to the writer of this that in his opinion it would require 50,000 men to defend Vladivostock, supposing it properly fortified. The Russian Government do not seem to know what a gold mine they possess in Russian Tartary. The soil will grow anything without manure, timber of the best quality exists in abundance, also gold, coal, iron, and other minerals, while the sea teems with fish, whales, salmon, cod, herrings, etc., and the reefs are covered with edible seaweed. From Arkold to St. Vladimir Bay there are numerous fairly good harbours, several quite sheltered, and every valley opening on the coast has its mountain stream. There are no outlying rocks or dangers. The climate is healthy though the winters are severe. The country seems to bear a great resemblance to the Red River valley in more respects than one, and it certainly seems capable of raising wheat of equal quality. The Russians are like the dog in the manger, they are unable to turn all this wealth to account themselves, and will not allow others to do so. Military law reigns supreme, and the dread of it prevents their own peasantry from taking more out of the soil than will give them black bread and tea. If our American cousins had a footing in Russian Tartary, they would make it rival California, but under Russian law all attempts to develope the resources of the country are hopeless. They say they want settlers with brains and a little money. They can get plenty if they will give assurance that they will be allowed to enjoy the fruits of their toil. As a place of resort to recruit after the scorching summer of Shanghai, commend me to the coast of Russian Tartary. The air is perfection, there is an hotel in Vladivostock, and telegraphic communication with Europe and Shanghai. During the summer the military bands play in the public gardens every evening. Residents seem to like the winter better than summer, when there is a continual round of balls and sleighing parties.

A VISIT TO SIBERIA.

A correspondent of *The Times*, who recently made a tour though Siberia, writes—"I reached my destination (Vladivostock) on September 15th, having crossed Europe and Asia, and having finished a journey from London of 2,500 miles by rail, 5,700 by steamer, and 3,000 by horses. It was necessary to wait a fortnight before any vessel was leaving for Japan. Vladivostock struck me as the prettiest and busiest of the towns of Siberia, and nowhere did I receive a kinder reception. The present Governor and his wife had come out to the place evidently bent on doing what they could for the good of the province. They have been there less than five years, and during that the time the Governor has made roads, laid out pleasure gardens, and done much for the general improvement of the town. Besides this, Madame d'Erdmann has organised among the ladies of the place a charitable society for the relief of the poor; they have enlarged an educational institution for officers' daughters, and have erected the prettiest building in the place as a free school-house, not to mention the building of a Protestant church, in which I conducted the first English service. On previous visits I have ever had reason to speak well of Russian hospitality, and this time doubly so, which was the more noticeable since the English were said to be not in favour in Russia. On one occasion at a dinner party a very tiny symptom of this oozed out; but, as a rule, things were in quite the other direction. Whether my cloth and my self-imposed mission had aught to do with this I know not; but my case was not solitary. Only a few weeks before my arrival her Majesty's ship the *Iron Duke* had been in the harbour of Vladivostock. Above them frowned forts only quite recently erected in view of the possibility of England and Russia going to war. The aspect of affairs having changed, however, and the English coming north to escape the heat of the China seas, the English officers were invited to dine at the Governor's house, and had left behind a capital impression. Being a frequent guest at the same house, I heard them highly spoken of, and not only them, but almost a other house by the Admiral of the Siberian fleet."

The idea of self-importance, which is so frequently established by the brethren of the "coloured persuasion" when they are engaged in any work, has seldom been better illustrated than by the exclamations of a coloured mail carrier in Virginia, who had been well shaken by a man for kicking his dog:—"Look-a-here, massa, you'd better be keerful how you shake dis chile; cos when you shakes me yer shakes de whole ob de United States; I carries de mails."

SAMOA AND THE GERMAN SEA-TRADING COMPANY.

The measure now before the German Parliament guaranteeing interest on the capital of the German Sea-Trading Company will not become law without a protest from several quarters in Germany. In the first place, the private mercantile houses trading with the South Seas are more or less indignant and jealous at the appearance of a rival backed by the power and resources of the German Empire. The Socialist party objects, too, to the nation favouring one firm to the neglect of others. The Progressist party oppose the measure as contrary to sound principles of political economy, and many of the National Liberals take a similar view. Notwithstanding all these elements of opposition, it is not probable that the Bill will be rejected, as it is really the first step towards the foundation of a colonial empire for Germany. The Godeffroy estates, which the Sea-Trading Company have purchased, are employed in the production of tropical fruits, spices, cotton, and other produce. After the primitive forest has been cleared away, cocoa palms are to be planted; but, as these trees only begin to bear after seven years, the ground between them is planted with the cotton plant. Only the very finest kinds of cotton, as the Sea Island cotton and the kidney cotton, are being cultivated. Coffee, sugar-cane, and spice plantations are also being attempted with great success. Good breeds of cattle are also being introduced from Australia, and horses, asses, and mules are being bred for use on the spot as well as for exportation. Up to the present time from 3,500 to 4,000 acres have been brought into cultivation and employed for the production of the produce above mentioned. The Sea-Trading Company purpose bringing from 500 to 1,000 acres of fresh ground every year into cultivation.

STORY OF A TURKISH INTRIGUE.

The *New York Times* of the 19th inst., says—"An amusing story, involving some serious features, and bristling all the way through with the essential points for the plot of a racy opera-bouffe, is told by Mr. Oscanyan, formerly Turkish Consul at this port, who has obtained the facts in late correspondence received by him from Constantinople. Some two or three months ago there was telegraphed from Turkey a brief statement that a conspiracy against the life of the Sultan Abdul Hamid and the safety of his realm had been discovered and frustrated, and that several arrests of prominent parties involved had been made. Since then no further details of the affair have been made public. It now appears that this regicidal and revolutionary plot had its origin in a shallow and thoroughly farcical court intrigue, designed to advance the interests of two ambitious individuals, while the third was probably hired for gain to do his share in the job. The first of these is a vain but enterprising young man named Papadopoulos—an individual who having failed in business, was living on the bounty of, and under the same roof with his uncle, one Dimitriades, in the village of Arnaoutkeuy, a suburb of Constantinople, on the Bosphorus. The second conspirator is no less a personage than Georgaki Bey Aristarchi, a brother of Aristarchi Bey, the Minister of Turkey to the United States now at Washington. The third man in the intrigue was a vainglorious youth, by name Galanaki, of no very great social importance himself, but willing to take a hand in any grand enterprise where fame, glory, or the favour of his superiors was to be gained. Papadopoulos is probably a sort of hare-brained scapegrace, a sort of Byzantine swell of man-about-town. Georgaki Bey, through family and political influence, holds a position in the imperial household as an officer of the Sultan's body-guard. Though living so near the glamour of the throne, however, it appears he did not enjoy much favour from his monarch, and the Sultan, though, from motives of State policy, tolerating Georgaki's company of the post of honour, did not condescend even to speak to him. The officer of the guard tried in various ways to win the Sultan's smile, but to no avail, and his position was a purely nominal one, as Abdul Hamid's repugnance to him was so great that he seldom discharged his duties for fear of being thrown upon. Georgaki Bey is of Greek extraction, and his family belong to the Greek Church. This unhappy courtier, in his desire to please the Sultan, even went so far recently as to abjure the faith of his fathers, renounce the Greek Church, and embrace Islamism. To do this in a Mahomedan land is to make a sacrifice that was scarcely to be equalled or appreciated in the United States, and was a strong bid for the encouragement of the fanatical party in power in the Administration. In renouncing his faith it was also necessary that he should renounce his family name—for the giaour name or title is no longer allowed to be borne by one who is a believer in Mahomed. Georgaki therefore adopted the proud Moslem title of Seif Ulah, which was the name given to Khaled, a prominent general under the caliphate of Omar the Great, and signifies 'The Sword of God.' Papadopoulos, having conceived a dislike for his uncle, who in turn, did not entertain any great respect for his nephew's qualities, and knowing of Seif Ulah's ambition to please the Sultan, conceived a plan which he thought would cut two ways at once, and imparted it to the latter. He proposed, in short, to emulate the example of the rash youth Latude, who for his efforts to play upon the sympathies and gratitude of Mdme. La Pompadour, paid the heavy penalty of some 30 years' sojourn in the Bastille. The plan was carried out, and Seif Ulah was to have the honour of discovering the wicked plot to the Sultan. As he was not permitted to address him orally, he resorted to the pen to communicate the intelligence, and wrote a pretentious letter to Abdul Hamid, informing his Majesty to the effect that there was a desperate scheme to take his life and to overturn the empire; that for the purposes of this foul enterprise there were concealed in the house of Dimitriades a large quantity of gunpowder, nitro-glycerine, hand-grenades, and other terrible implements and elements of destruction; and further, that a certain well-known banker, named Zarifa, was also planning and preparing for a revolutionary outbreak in the capital by causing the pupils in certain Greek academies and colleges to be instructed in military science and tactics, and that Zarifa imported and paid Greek instructors for the purpose. The Sultan and his Ministers were naturally aroused, and there was a vast, though secret, commotion at the awful news. Forthwith an edict, or Royal edict, was issued for the arrest of Dimitriades and Zarifa, and they were taken into custody. Then the news of conspiracy was telegraphed to the whole world. But it appears now that Hafiz Pasha, of Bulgarian fame, the hero of the Batak massacre, and at that time chief of police at Constantinople, has some of the qualities of a detective, and 'smelled a rat' in the bin. He recognised the high reputation of the banker and the merchant as of some account, and that they were not in the way of life or of political or personal interest to be engaged in such an affair. There was no apparent object in it, and he suspected that there was something wrong about the clues, and that things were not what they seemed to be. He put a secret agent at work, and in a short time found that Galanaki had bought the warlike munitions, that Papadopoulos had secreted them in the old uncle's cellar, and that Zarifa was merely a public-spirited citizen, who took a deep interest in the welfare of the Greek schools and spent his money to aid them. Finally, he found that Seif Ulah was privy to the whole operation, and the result is that Dimitriades and Zarifa have been restored to the bosoms of their respective families, and 'the Sword of God' and his wicked partners are, like their prototype, Latude, in gaol awaiting deliverance and forgiveness for fooling with a sovereign."

A refractory Irishman in Hartford county jail, one Dennis M'Ginnis, refused to work. The keeper said to him one morning, "M'Ginnis, go down to the pump." "Niver, sir," replied the Irishman. A second time the keeper ordered M'Ginnis to work, but he refused to budge an inch. "Now, for the last time," said the keeper, "M'Ginnis, I order you to go to the pump." "Niver, sir," said M'Ginnis, straightening up to the full dignity of a man, "Bedad, sir, I'll lave the jail first."

"Your husband is sick a good deal of late, isn't he?" remarked a Southern Illinois woman to another. "Yes," answered the wife, "he's got tuk down mighty hard with them chills." "It must be sorter distressin' fer you," remarked the other, sympathisingly, "specially when you're at house cleanin'." "Yes, it may be so," replied the wife, in self-consoling tones, "but when he's got inter one of his chills, and I want the rag carpet shook, you see he's powerful convenient." Then the other woman wended her way home, envying her neighbour the knack she had of utilising her husband.

COMMERCIAL INTELLIGENCE.

MONDAY, 7th June.

OPIUM.

Since last notice, sales of New Patna at $647¾, and of Old at $640. Of Benares sales at $602½. Market weak.

EXPORT CARGO.

Per steamship *Irrawaddy*, for Continent—947 bales silk, 115 bales waste silk, 6 cases silks, 450 half-chests tea, 750 boxes tea, and 661 pkgs. sundries. For London—50 bales silk, 7 bales waste silk, 1 case silks, 380 chests tea, 2,315 boxes tea, and 45 pkgs. sundries.

EXCHANGE.

On London.—
Bank Bills, on demand ... 3/8½
Bank Bills, at 30 days' sight ... 3/8½
Bank Bills, at 4 months' sight ... 3/9¼
Credits, at 4 months' sight ... 3/9½
Documentary Bills, at 4 months' sight ... 3/10
On Bombay.—Bank, on demand ... 225¼
On Calcutta.—Bank, on demand ... 225½
On Shanghai.—
Bank, sight ... 73¾
Private, 30 days' sight ... 74

SHARES.

Hongkong and Shanghai Bank Shares—57 per cent. premium.
Union Insurance Society of Canton—$1,425 per share.
China Traders' Insurance Company's Shares—$1,450 per share.
North China Insurance—Tls. 1,075 per share.
Yangtsze Insurance Association—Tls. 725 per share.
Chinese Insurance Company—$297½ per share.
On Tai Insurance Company, Limited—Tls. 138 per share.
Hongkong Fire Insurance Company's Shares—$840 per share.
China Fire Insurance Company's Shares—$230 per share.
Hongkong and Whampoa Dock Company's Shares—5 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$24 per share premium.
Shanghai Steam Navigation Company—Tls. 5 per share.
China Coast Steam Navigation Company—Tls. 100 per share.
Hongkong Gas Company's Shares—$80 per share.
Hongkong Hotel Company's Shares—$68½ per share.
China Sugar Refining Company, Limited—$159 per share.
Chinese Imperial Loan of 1874—Nominal.
Chinese Imperial Loan of 1877—Nominal.

SALES REPORTED BY CHINESE.

Rattans—400 piculs, at $3.32, by Man Fook Shing to local trader.
Vermicelli—50 bags, at $7.40, by Tye Foong Shun to travelling trader.
White Sugar—100 bags, at $7.30, by Tye Foong Shun to local trader.
Black Dates—30 bags, at Tls. 3.40, by Yue Wo Leung to travelling trader.
Shellfish—5 cases, at $19.50, by Kwong Foong to travelling trader.

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register.)
June 7th.

Barometer—9 A.M.	29.918
Barometer—1 P.M.	29.880
Barometer—4 P.M.	29.848
Thermometer—9 A.M.	80
Thermometer—1 P.M.	83
Thermometer—4 P.M.	83
Thermometer—9 A.M. (Wet bulb)	78
Thermometer—1 P.M. (Wet bulb)	81
Thermometer—4 P.M. (Wet bulb)	80
Thermometer—Maximum	83
Thermometer—Minimum (over night)	79

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.
June 7th.

BAROMETER, THERMOMETER, &c.	HONGKONG Previous day at 4 P.M.	HONGKONG On date at 10 A.M.	AMOY Previous day at 4 P.M.	AMOY On date at 10 A.M.	SHANGHAI Previous day at 4 P.M.	SHANGHAI On date at 10 A.M.	NAGASAKI Previous day at 4 P.M.	NAGASAKI On date at 10 A.M.
Barometer	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Thermometer	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Direction of Wind	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Force	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Dry Thermometer	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Wet Thermometer	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Weather	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Hours' Rain	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Quantity fallen	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

BAROMETER, corrected for scale in inches, and tenths and hundredths. THERMOMETER, in Fahrenheit degrees. DIRECTION OF WIND ... FORCE OF WIND—0 calm, 1 to 3 light breeze, 3 to 6 moderate, 6 to 8 strong, ... 10 to 12 hurricane. STATE OF WEATHER—B. Blue sky; C. Cloudy; D. Drizzling; F. Fog; G. Gloomy; H. Hail; L. Lightning; M. Misty; O. Overcast; P. Passing showers; Q. Squally; R. Rain; S. Snow; T. Thunder; U. Ugly; V. Visibility; W. Dew. RAIN—The amount of rain for the previous 24 hours (noon) expressed in inches and hundredths. ...

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YOKOHAMA	Yoritomo (str.)	W. Cotter		Mitsui Bussan Kaisha	Quick despatch.
SHANGHAI	China (str.)	Ackermann	Hongkong	Siemssen & Co.	To-day, at 3 P.M.
SHANGHAI, via AMOY	Menelaus (str.)	J. Nicol		Butterfield & Swire	On or about 9th inst.
SHANGHAI	Mirzapore (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI, via AMOY	Hector (str.)	H. Jones		Butterfield & Swire	On or about 14th inst.
SWATOW, AMOY, & F'CHOW	Namoa (str.)	Westoby	Hongkong	Douglas Lapraik & Co.	To-morrow, at 10 A.M.
AMOY AND TAMSUI	Fokien (str.)	S. Ashton	Hongkong	Douglas Lapraik & Co.	To-morrow, at 5 P.M.

INSURANCES.

SCOTTISH IMPERIAL INSURANCE COMPANY.
FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.
MEYER & Co., Agents.
Hongkong, 3rd June, 1879. [918

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.
DOUGLAS LAPRAIK & Co., Agents.
Hongkong, 27th June, 1872. [16

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.
DOUGLAS LAPRAIK & Co., Agents.
Hongkong, 27th June, 1872. [17

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.
NORTON & Co., Agents.
Hongkong, January, 1876. [8

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.
SIEMSSEN & Co., Agents.
Hongkong, 16th November, 1872. [21

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and Manila.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned places.
JAS. B. COUGHTRIE, Secretary.
Hongkong, 1st November, 1871. [606

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY,	£1,000,000 Sterling.
OF WHICH IS PAID-UP ...	£100,000 Sterling.
RESERVE FUND UPWARDS OF ...	£120,000 Sterling.
ANNUAL INCOME ...	£250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1868. [18

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, 28th July, 1872. [19

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 600,000; EQUAL TO $833,333.33.
RESERVE FUND ... $34,182.21.

DIRECTORS.
LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SONY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
TSE KAI TUNG, of the Yee Cheong Hong.
LO YEOK MOON, of the Kwong Man Cheong Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.
Head Office, 8 and 9, Praya West.
Hongkong, 14th October, 1878. [1429

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) ...	Tls. 420,000
PERMANENT RESERVE ...	Tls. 230,000
SPECIAL RESERVE FUND ...	Tls. 263,268
TOTAL CAPITAL and ACCUMULATIONS, 8th April, 1880 ...	Tls. 913,268

DIRECTORS.
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | WM. MEYERINK, Esq.
J. H. PINCKNEY, Esq. | F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent.
3, St. Michael's Alley, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.
Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the premia paid by them.
RUSSELL & Co., Agents.
Hongkong, 11th May, 1880. [2

INSURANCES.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
Hongkong, 27th March, 1876. [13

SUN FIRE OFFICE.

THE Undersigned are prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
LINSTEAD & Co., Agents Sun Fire Office.
Hongkong, 1st June, 1878. [23

THE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.
SIEMSSEN & Co., Agents.
Hongkong, 14th August, 1878. [22

STANDARD FIRE OFFICE, LONDON.

The Undersigned having been appointed AGENTS to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of $40,000 on Buildings or on Goods stored therein.
Discount 20 %.
VOGEL & Co.
Hongkong, 1st March, 1878. [25

GERMAN LLOYD MARINE INSURANCE COMPANY, LIMITED, OF BERLIN.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.
SIEMSSEN & Co., Agents.
Hongkong, 6th February, 1879. [275

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.
ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879. [1y1458

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).
GILMAN & Co., Agents.
Hongkong, 7th July, 1874. [20

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.
Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20 %) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.
RUSSELL & Co., Agents.
Hongkong, 1st January, 1874. [1

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ALEX. NEWTON, British bark, Newton.—Captain.
AMOY, British steamer, G. H. Drewes.—Siemssen & Co.
CASSANDRA, German steamer, Langer.—Siemssen & Co.
CATALINA, Boli. bark, Austin.—Captain.
CENTENNIAL, American ship, J. W. Bearse.—Vogel & Co.
CINGALESE, British bark, J. Pringle.—Jardine, Matheson & Co.
CLAVERHOUSE, British steamer, Brown.—Meyer & Co.
CLEVELAND, British steamer, N. Harvey.—Jardine, Matheson & Co.
CONQUEST, British steamer, Hamlin.—Chinese.
CUBA, British bark, J. Stabell.—Ed. Schellhass & Co.
ELLEN, British bark, Hodge.—Arnhold, Karberg & Co.
EVENING STAR, British bark, Logan.—Blanchard & Co.
FAUGH-BALAUGH, German bark, D. Rute.—Carlowitz & Co.
FRANCE, French bark, Exmalin.—Landstein & Co.
GUARDIAN, American ship, Paine.—Captain.
JANET, British 3-m. schooner, G. P. Henfry.—Chinese.
JOSEFA, German bark, Horstmann.—Melchers & Co.
MEATH, British steamer, Johnson.—Vogel & Co.
MORAY, British steamer, Butcher.—Jardine, Matheson & Co.
PERNAMBUCO, British steamer, W. Hyde.—Melchers & Co.
STRATHMORE, British steamer, Rowell.—Gibb, Livingston & Co.
THREE BROTHERS, British bark, Kahlcke.—E Tay Hong.
TWILIGHT, American ship, Warland.—Vogel & Co.
WM. H. MARCY, American ship, Marcy.—Russell & Co.

VESSELS ON THE BERTH.

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"NAMOA,"
Captain Westoby, will be despatched for the above Ports TO-MORROW, the 9th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., Agents.
Hongkong, 7th June, 1880. [958

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI, VIA AMOY,
(Taking Cargo and Passengers at through rates for CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE).
THE Company's Steamship
"MENELAUS,"
Captain J. Nicol, will be despatched on or about the 9th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th June, 1880. [878

FOR BANGKOK.
THE Steamship
"CONSOLATION,"
Robert Young, Commander, will be despatched for the above Port on THURSDAY, the 10th instant, at Daylight.
For Freight or Passage, apply to
YUEN FAT HONG, Agents.
Hongkong, 5th June, 1880. [957

STEAM TO BOMBAY, VIA STRAITS.
THE P. & O. S. N. Co.'s Steamship
"CHINA"
will leave for the above place on THURSDAY, the 10th instant, at 4 P.M.
A. McIVER, Superintendent.
Hongkong, 7th June, 1880. [95

FOR SINGAPORE, BRISBANE, SYDNEY, AND MELBOURNE
(Calling off the usual COAST PORTS and taking through Cargo and Passengers for NEW ZEALAND).
THE Eastern and Australian Mail Steam Company's Steamer
"SOMERSET"
will be despatched as above on SATURDAY, the 12th instant, at 4 P.M.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
Hongkong, 4th June, 1880. [954

STEAM TO YOKOHAMA, VIA NAGASAKI.
THE P. & O. S. N. Co.'s Steamship
"MALACCA"
will leave for the above place at Noon on TUESDAY, the 15th June, 1880.
A. McIVER, Superintendent.
Hongkong, 3rd June, 1880.

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"MIRZAPORE"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER, Superintendent.
Hongkong, 3rd June, 1880.

FOR SAN FRANCISCO.
THE A1 American Ship
"McNEAR,"
Taylor, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, 1st June, 1880. [925

FOR HONOLULU.
THE A1 British Bark
"SPIRIT OF THE AGE,"
Williams, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, 22nd May, 1880. [873

FOR LONDON AND HAMBURG.
THE 5/6 L. 1 1 German Bark
"ELLIDA,"
Winters, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, 21st April, 1880. [867

FOR LONDON.
THE A1 British Ship
"CLYDESDALE,"
Hatfield, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, 20th May, 1880. [858

FOR NEW YORK.
THE A1 American Ship
"TWILIGHT,"
W. C. Warland, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, 22nd April, 1880. [690

FOR NEW YORK.
THE A1 American Ship
"CENTENNIAL,"
Bearse, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, 9th April, 1880. [618

FOR NEW YORK.
THE A1 British Bark
"PALESTINE,"
Maynard, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, 9th April, 1880. [619

FOR NEW YORK.
THE A1 American Ship
"WM. H. MARCY,"
Marcy, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 26th April, 1880. [711

FOR SAN FRANCISCO.
THE A1 British Ship
"PIZARRO,"
Jackson, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 1st June, 1880. [924

VESSELS ON THE BERTH.

FOR COOKTOWN, SYDNEY, AND MELBOURNE,
Calling at PORT DARWIN if sufficient inducement offers, and taking Cargo and Passengers at through rates for all AUSTRALIAN and NEW ZEALAND PORTS.
THE Steamer
"CLAVERHOUSE,"
J. Brown, Commander, will be despatched as above on SATURDAY, the 12th June, at Daylight.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.
Hongkong, 29th May, 1880. [909

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"TEUCER,"
Captain R. T. Power, will be despatched on or about the 12th June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th May, 1880. [819

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI, VIA AMOY,
Taking Cargo and Passengers at through rates for CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.
THE Company's Steamship
"HECTOR."
Captain H. Jones, will be despatched on or about the 14th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th June, 1880. [960

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO YOKOHAMA, VIA KOBE AND INLAND SEA.

THE "SUMIDA-MARU," Captain HUBENET, due here on or about the 7th June, will be despatched as above on SATURDAY, the 12th June, at Daylight.
Cargo received on board and Parcels at the Office up to 6 P.M. of the 11th June.
No Bill of Lading signed under $2 Freight.
All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognised.

RATES OF PASSAGE.

To KOBE ...	Cabin $60.	Steerage $15.
To YOKOHAMA and NAGASAKI ...	Cabin $75.	Steerage $20.

A REDUCTION is made on RETURN CABIN PASSAGES.
Cargo and Passengers for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.
For further Particulars, apply at the Company's Offices, No. 50A, Queen's Road.
Hongkong, 1st June, 1880.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PESHAWUR," Captain REYNOLDSON, will leave this on MONDAY, the 14th June, at 5 P.M.
For further Particulars, apply to
A. McIVER, Superintendent.
Hongkong, 3rd June, 1880.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERRY, MADRAS, CALCUTTA, AND ALL INDIAN PORTS.

ON MONDAY, the 21st day of June, 1880, at Noon, the Company's Steamship "SINDH," Commandant MONGE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted until Noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 20th of June, 1880. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 8th June, 1880.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES
AND ATLANTIC STEAMERS.

THE Steamship "GAELIC," will be despatched for San Francisco, *via* Yokohama, on or about July 1st, 1880, at 3 P.M., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.
Connection is made at Yokohama with Steamers from Shanghai.
Freight will be received on board until 4 P.M. on the June 30th. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.
—A REDUCTION is made on RETURN PASSAGE TICKETS.
Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, 2nd June, 1880.

AFONG,
PHOTOGRAPHER,
By Appointment to H.E. Sir ARTHUR KENNEDY, H.E. Admiral RYDER, and H.I.H. The GRAND DUKE ALEXIS OF RUSSIA, having returned from his tour to Peking and the Northern Ports, has now the satisfaction to offer a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire. A Panorama of HOIHOW, and VIEWS of the surrounding country, including KIUNGCHOW, have recently been added to the above.
IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.
D. K. GRIFFITH holds authority to SIGN.
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel.

NOTICE.
BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.
Bookbinding in every Style by Competent Workmen on the Premises.
Music bound in Elegant Bindings.
Commercial Binding of every Size and Description, and Account Books ruled to any Pattern.
QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.
"DAILY PRESS" OFFICE, HONGKONG.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. and O. steamer *Mirzapore*, with the next English mail, left Singapore at 7 A.M. on the 5th, and may be expected here on the 10th instant.

POST-OFFICE NOTICES.

The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Swatow.—Per *Hungarian*, to-day, the 8th instant, at 9 A.M.
For New York.—Per barque *Palestine*, to-day, the 8th instant, at 9.30 A.M.
For Amoy and Manila.—Per *Ensy*, to-day, the 8th instant, at 1.30 P.M.
For Shanghai.—Per *China*, to-day, the 8th instant, at 1.30 P.M.
For Swatow.—To-day, the 8th inst., at 5 P.M.
For Swatow, Amoy, and Foochow.—Per *Namoa*, to-morrow, the 9th inst., at 9.30 A.M.
For Amoy and Tamsui.—Per *Fokien*, to-morrow, the 9th instant, at 4.30 P.M.
For Bangkok.—Per *Consolation*, to-morrow, the 9th instant, at 5 P.M.
For Straits Settlements and Bombay.—Per *China*, on Thursday, the 10th inst., at 3.30 P.M.
For Saigon.—Per *Quinta*, on Friday, the 11th instant, at 3.30 P.M.
For Cooktown, Sydney, Melbourne, &c.—Per *Claverhouse*, on Friday, the 11th inst., at 5 P.M.
For Japan, *via* Kobe.—Per *Sumida-Maru*, on Friday, the 11th instant, at 5 P.M.
For Japan, *via* Nagasaki.—Per *Malacca*, on Tuesday, the 15th instant at 11.30 A.M.

His Excellency the Governor is pleased to order, under Section XII. of the Post Office Ordinance, 1876, that the Late Fee charged on Correspondence posted after certain hours for Europe, America, the Australian Colonies, Shanghai, &c., shall be 10 Cents, instead of 18 as hitherto.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "PESHAWUR" will be despatched on MONDAY, the 14th instant, with Mails to and through the United Kingdom and Europe, *via* Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar. This is the best opportunity for forwarding Correspondence to Mauritius, E. Africa, the Cape, St. Helena, and Ascension.
N.B.—This Packet carries no mails for the Australian Colonies.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "SINDH" will be despatched on MONDAY, the 21st instant, with Mails to and through the United Kingdom and Europe, *via* Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Egypt, Malta, and Gibraltar.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.

SATURDAY—
5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.
MONDAY—
7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 18 Cents until time of departure.

THE ENGLISH MAIL—DAY OF DEPARTURE.
1 P.M., Money Order Office closes.
3 P.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
4 P.M., Mails closed, except for Late Letters.
4.10 P.M., Letters may be posted with Late Fee of 10 cents until
4.30 P.M., when the Post Office closes entirely.
4.40 P.M., Late Letters may be posted on board the Packet with Late Fee of 10 cents until time of departure.

MAILS BY THE TORRES STRAITS PACKET.

The Australian Contract Packet "SOMERSET" will be despatched from Hongkong on SATURDAY, the 17th instant, with Mails for Singapore, Thursday Island, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, Fiji, and Melbourne.
Correspondence cannot be registered after 3.15 P.M.
The Mails will be closed at 3.30 P.M. Supplementary Mail on board with 10 cents late fee till time of departure.
Correspondence for Southern and Western Australia can be sent by this route if desired, but as a general rule it is better to send it *viâ* Galle.

REGULATIONS AS TO SOLDIERS' AND SAILORS' LETTERS.

1.—Privates in H.M. Army or Navy, Non-commissioned Officers,* Army Schoolmasters (not Superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom *viâ* Brindisi or *viâ* Marseilles at the rate of four cents (twopence) each, which may be prepaid either in Imperial or in Hongkong Stamps.
2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.
3.—All such letters prepaid at the former rate of two cents (one penny) will be forwarded to or from the United Kingdom by private steamer and not by the mail packets.
4.—Private steamers leave Hongkong for London about every ten days, and are from six to seven weeks on the voyage.
5.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.
6.—If from a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full.
7.—If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.
8.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, viz.—Assistant Engineer, Gunner, Boatswain, or Carpenter.

Correspondence for the West Indies (except those belonging to the Postal Union, the Bahamas, and Hayti), for Monte Video, Paraguay, and Uruguay can no longer be sent *viâ* San Francisco.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 8 cents per half ounce as usual. This Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China, the Postmasters and Agents of this Office are allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.
The Stamps tendered for sale must not exceed $50 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.
Letters containing Stamps should be registered, and the Stamps should be secured from observation.

Many boxes of letters are received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a *seal*.
The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

EXTRACTS.

THE CAMELIA.

[FROM THE JAPANESE.]

A fleeting, transient world of blooms,
So rudely riven by ev'ry blast,
We breathe thy breath, we see thy smile,
And not thy glory all is past!
Yet one among you sits a Queen
Long regnant on her emerald throne.
Though gleams the verdure, starred and strewn
With snow of blossoms tempest-blown,
A jewel-flower, she holds alone
Her beauty radiant and serene.

—*Japan Mail.* F. B. H.

Tokio, May 15th, 1880.

LOST IN THE BUSH.

A striking example of a danger more imminent in the Australian bush than in any other forest land, owing to its density and other causes, is related in a Sydney exchange. A settler of the name of M'Donald, ninety years of age, had gone out for his usual stroll along a tributary of the Goulburn, and was seen shortly afterwards on his return home. Somehow, however, he afterwards strayed into the bush, and an alarm having been raised, every foot of ground where he was likely to be was searched for five days and nights. It was, however, only at the end of that period that he was found, and alive, although delirious. Still he was able to give a tolerably clear account of himself, although he had fallen into the river several times, once overhead, and had wandered about night and day for so long a period, under a burning sun by day and with one night excessively cold, with frequent rain. After being rested and taken care of he proved to be little the worse of all the hunger, exposure, and fatigue. Many persons have been lost in an Australian thicket, and perished almost within earshot of their comrades; others, perhaps less frequently, have been restored to their friends, but it is doubtful whether so old a man of ninety ever before passed so little injured through such an ordeal.—*Iron.*

MORMONISM AS IT IS.

Mormonism in its distinctive and hideous features would already be well-nigh dead, were it not fed by repeated immigration. Salt Lake City now, like any other city, has its tram-cars, its theatres, its stores, with all the Paris fashions (which greatly adds to the expense of the spiritual-wife system), book shops too with the latest novels and the work of John Stuart Mill, and Bain, and Herbert Spencer; and hotels for Gentile visitors kept by Gentiles. In fact, of the population of 30,000, fully 5,000 are "Gentiles," that is, Christians of various churches, Episcopalians, Methodists, Presbyterians, Congregationalists, each sect with its church and school, and all working harmoniously against the common enemy; and it is significant that many Mormon parents prefer to send their boys and girls to a Gentile school rather than to their own Mormon schools. There are no Government schools at the Salt Lake, each church providing its own. I visited the Congregational day school in company with the minister. We found both master and mistress at work among a hundred scholars, well-to-do children, boys and girls neatly dressed, in rooms that would be a credit to an English school. Thus, in education and by preaching, a good work is going on in the very head-quarters of Mormonism; and though the walls of the huge temple, to cover some acres, are slowly rising, their foundations are as surely being undermined, and the system is already tottering to its fall. The great tabernacle, with its mushroom roof, looks, when empty, a wilderness of seats, and it is not filled on Sundays. The plurality of wives is open now, as in the East, only to a few, the richest, who practise it, I was told, in this way; if a man wants a good cook, he marries a woman who can do the cooking; if he wants a washerwoman, a housemaid, he marries these, and so on; and then they cannot give him a month's notice. Besides the 5,000 Gentiles, there is a population of 5,000 who have virtually abjured the system, the present adherents not numbering more than 20,000; and these are held together, now that Brigham Young is dead, mainly by the hope of office among the men. There are twelve apostles, seventy elders, besides bishops and deacons, and these all mean places of civil as well as religious power and emolument, the spiritual rulers being the municipal overseers of the city. It does not need much sagacity to foresee that with the sweeping tide of civilisation which the railway now brings from the east and from the west, with the growing commercial intercourse between the inhabitants and the United States, with the righteous rule of American law over the entire territory, and, above all, with the spread of pure Christianity from the several churches planted in the very heart of the Mormon settlement, that settlement will gradually lose its hideous and revolting features, polygamy will be crushed, and within the next twenty years the morals of social Christian life may be established as firmly as in any other city of the States.—*Sunday at Home.*

QUEER STORIES.

A RESPECTABLE MAN.

Few persons had a better character in his parish than Mr. Jonas Drybone. Everything that the parish could give him to show its respect for Mr. Drybone's business qualities had fallen to his share, and he seemed to thrive upon it. Was there a contract for any parish work to be given away by the men of worship, who had the disposal of it, every one naturally looked to Mr. Drybone for the casting vote. Not that he was a contractor himself; not he; but he had always a humble and meritorious dependent, who was deserving of employment, and ready to take it on conditions to be afterwards arranged. Mr. Drybone was a great hand at the clauses of an agreement, and he made them look so simple and easy as to be quite refreshing at first sight, but somehow or other later on some people grew dissatisfied with them. Mr. Drybone didn't care; he was pleased, and he had good cause. When the tradesmen who supplied the workhouse found out that they had not got quite such a fine thing as they expected, and one or two of the parish purveyors unaccountably went into bankruptcy, Mr. Drybone never lost his equanimity for a moment. He had ever another humble friend equal to the occasion, ready to put up their stock-in-trade, or to act as trustee to realize their assets for the advantage of their creditors. If the creditors received but little under these arrangements, it was perhaps natural that ruined folk should be bad paymasters, and there was Mr. Drybone, upright, clear, and hard-headed, able and willing to bestow the best advice upon them.

Of course, such a man was executor of every substantial neighbour within his influence who had property to bequeath by will or testament. He was guardian to innumerable children, made custodian of the fortunes of young married people, whose parents doubted of their capacity of dealing with their own money, and in time Mr. Drybone's banking account became so complicated by the income arising from such a multitude of trusts and settlements that he could not have distinguished between what was his and what was not if he had been sentenced to be [illegible] for the aberration of his memory. Mr. Drybone, however, had not the smallest intention of [illegible], and gave himself so little trouble about the future that he never muddled his brain by trying to keep accounts. His plan was very simple; he put all his money into one lump, spent what he wanted, and paid what he was obliged from the common stock. He did not care about paying interest on the sums in his possession so that he was allowed to keep the principal, and so many of his friends were under obligations to him, so many more admired his superior station, his broadcloth coats and starched cravats, that no one who had dealings with him ever thought of closing them.

Only once Mr. Drybone was placed in a position of some embarrassment by the simultaneous death of a whole family by drowning on a river steamboat. They were an excellent family, too, very comfortably off, and Mr. Drybone had been trustee, and was executor for every man Jack of them. Their heirs alone seemed disposed to give trouble, for they all came from Yorkshire, and claimed so much ready cash, that the mere idea of settling with them was an abomination to Mr. Drybone. Indeed, he had no reason to hurry himself. When the estate of the excellent family was once got well into Chancery, the legatees had to whistle, and possibly did so, but they could not wag their tongues against a respected person who had merely referred their case to the highest tribunal in this great and free country. Every few years afterwards a decision of some Master or Vice-Chancellor was recorded among the abstruser cases in the law reports, and doubtless the legatees should have been satisfied with it, but it always appeared that at each stage of the proceedings they had to pay Mr. Drybone's costs as well as their own, and lawyer's bills are terrible kill-joys.

One of the most solid portions of Mr. Drybone's repectability was built on his executorships and the marriage settlements under his control. Everything went smoothly; all the funds paid legal interest, and were alleged to be invested in the best securities. Not a murmur was heard until a legatee wished to realize his bequest or a wedded pair who had begun to have confidence in each other wished to apply a part of their capital for professional advancement or the extension of their business when they were in trade. It was always at this crisis that Mr. Drybone put on an austere face, and declared he could do nothing. The important-looking gentleman, who had partaken of capon and oyster sauce with such a praiseworthy appetite a few days before, when the subject of an advance had been delicately broached to him, had suddenly become invisible. If called upon, he was never at home. If watched and dodged till he was run down, as sometimes happened, he had an amazing variety of serviceable excuses, not one of which could be gainsaid. All his relatives were afflicted in turns by sudden illness of the most alarming character, and each had telegraphed to him that he might be present at his or her deathbed. When they had died, or recovered, or otherwise been exhausted, Mr. Drybone himself was seized with apoplexy, or met with a street accident which prevented his keeping some appointment he had made. He had long fits of mysterious illnesses which necessitated his sojourn at distant health resorts. He was summoned as witness in a murder case; he was required to attend a special committee, where his evidence was of the utmost importance to the people and Parliament of Great Britain. Mr. Drybone's enemies, if he had enemies, could make no demur to such reasonable explanations as he gave them, though he was harder to catch than an eel or a ferret, and he had no enemies, save a few such utterly unreasonable beings as are always in a minority among the upper classes.

However, even Mr. Drybone could be interviewed at last by patience united to dexterity, and then he was the most agreeable and complacent man alive. He listened. He had raised the science of listening into a fine art, so respectful and sympathetic was the attention he bestowed on every word said to him. He tacitly agreed with every proposal made to him, and had that delightful practice of putting another person's thoughts into better language, and going just a little farther in the way of his inclinations than he himself had ventured to do. In short, Mr. Drybone conveyed the impression that whatever kindness, good nature, and experience could possibly effect would be honestly done by him, and what was impossible should be tried. If a question arose about the when or the where these charming intentions should be carried out, Mr. Drybone was ready at any time. He would give an appointment anywhere, and at any hour. He would put off all his own engagements without hesitation. Should they meet at a club dinner that same evening, or breakfast together next day, he happened just then to be due at Lambeth Palace to see the Primate on a matter of public importance respecting Church-rates claimed from insolvent widows, but an hour hence he should be free. His farewell was inexpressibly frank and winning. Then the delays began again.

When written to his letters had an unaccountable habit of never reaching him, or they were not forwarded, or his answers came to similar mischief. Then he would reply with perfect courtesy at cross purposes, and explain that he could not clearly understand something that was quite plain; they would talk of it, he added to his correspondent, when he came to town after Easter, and meantime he was in great haste, "very truly, Jonas Drybone." His signature was quite imposing, and even the outsides of his letters had an important aspect.

Anther mainstay of Mr. Drybone's respectability was the commendable practice he had of referring his correspondents to his solicitor, *Harry Chowser, Esq.*, of Furnival's Inn. He was fond of mentioning, in a pleasant, antiquarian way that this legal luminary came of a very old family, proud of their ancestral name of Harry, which is the most ancient form of Henry, and not a ribald counterfeit as commonly supposed. When Mr. Chowser was tackled, it invariably turned out that he was of a very old family indeed, for that he always declared he could do nothing without instructions from his client. When reference was made back to Mr. Drybone he averred with a caution equally commendable that he could do nothing without Mr. Chowser's advice. It is good to remember how many interesting things Mr. Drybone could manage to accomplish in this way without incurring any personal responsibility, which might have diminished the universal esteem in which he was held.

At last, after a long existence passed in honour with the best houses, carriages, dinners, and amusements to be had for money, Mr. Drybone died, very much against his will. His bankers book presented a noble army of figures, and almost every sum he had received of late years was mentioned in it with an accuracy which did credit to the clerk who had entered it. Unfortunately, when the balance came to be examined, it was discovered that it was very far from being equal to five shillings in the pound on Mr. Drybone's enormous liabilities. So respected a man could not have appropriated other people's money, and ruined his neighbours by the score; yet somehow or other no trace of it could be found, and there were some coarse-minded people, wanting altogether in a proper appreciation of true merit, who declared that it was high time there should be official trustees and executors, so that the provisions made under wills and settlements for widows and orphans, the helpless, the aged, and the destitute might be guaranteed by the State.

"Humph," remarked a churchwarden, dubiously, as though much might be thought on that topic, "the deceased always said that the last thing he meant to do was to die, and he has kept his word. He was a most respectable man, and will be a great loss to the parish."—*Truth.*

THE AIMS OF NIHILISM.

The following account of the aims of Nihilism is taken by the St. Petersburg correspondent of the *Cologne Gazette* from the "Nihilist Catechism," which was produced at the trial of the well-known Socialist leader, Netchayeff, in 1871:—"We must enter into close contact with the people, and especially with those who from the time of the foundation of the Russian Power have never ceased to protest by their acts (not by their words) against everything which has directly or indirectly been connected with that Power—against the nobility, the officials, the clergy, and the traders. Our organisation and our whole object consists in making of the elements opposed to the State an instrument for its destruction. Russian history has only two epochs, in which the Russian people have really lived—those of the Revolutions Stenko Rasin and Pugatcheff. Our task is the universal and pitiless destruction of what exists; it is for future generations to deal with what may arise afterwards. Our revolution must not like those of Western Europe, which have been satisfied with political changes without touching upon the institutions of property and so-called civilisation. The people can only be benefited by a revolution which shall tear out by the roots every power of State and destroy all State traditions and classes in Russia. The Revolutionist is a man who has taken a vow; he has no personal interests or feelings, not even a name. Bearing in mind his sole object—destruction—he can and must live is society: he must force his way into all branches of it—into the bureaucratic and military worlds, into the would of literature, into the secret police, and even into the Winter Palace. The revolutionist knows not relationship, friendship, love, magnanimity, or even honour; all his feelings are suppressed by the passion for revolution.

WONDERFUL MEMORIES.

Professor Monier Williams gives some examples of the marvellous mental powers of some races in India. He says:—

During one of my visits to Bombay he (a man named Pundit Gattū Lālaji) called on me, accompanied by three amanuenses, and requested a trial of his powers, declaring himself capable of composing six sets of extemporaneous verses simultaneously, on any six subjects and in any six metres I liked to select. I proposed three subjects—a description of Bombay, the advantage of Sanskrit learning, and the advent of the Prince of Wales to India—naming at the same time three of the most difficult metres I could remember. Without a moment's delay the Pundit dictated the required verses to his scribes with wonderful precision and rapidity. He also conversed fluently in Sanskrit, and impressed me very favourably with his finished scholarship and the extent of his literary acquirements. Impromptu versifiers of this kind are called S'ighra-Kavis or As'u-Kavis.

The blind Pundit's successful *tour de force* in my presence was doubtless more due to great powers of memory than to poetical genius. A Hindu's capacity for keeping a number of different subjects in his recollection at one time, and yet abstracting his mind so as to concentrate his attention on each one separately and consecutively, is surprising. In this respect he far outdoes Europeans. While I was travelling in the south of India, I was visited by a S'atavadhani, that is to say, a man who could attend to one hundred things at once. He could play several games of chess, write and repeat poetry, work out problems, and make calculations of all kinds simultaneously. I also heard of a Trins'adavadhani, or man who could attend to thirty subjects.

Ashtavadhanis, or persons capable of attending to eight subjects simultaneously, are by no means uncommon throughout all parts of India. A man whose powers of attention are of this more limited calibre displays his skill by asking eight persons, entire strangers to himself, who speak eight different dialects, to repeat the first word of eight different sentences, and then the second, and so on consecutively, till every word of the eight sentences has been repeated. Thereupon, without a moment's hesitation, the Ashtavadhani reproduces all the eight sentences, separately and continuously, with each word in proper order, though the utterance of each has been interrupted by interpolation of seven other words in different languages.

POLITICAL SUPERSTITION IN BURMAH.

—According to recent news from Burmah a change of an important character seems to have been under the contemplation of the dissipated ruler of that country and of the chiefs who are his advisers. Urged by soothsayers and medicine-men he has been proposing to remove the seat of Government from Mandalay, the present capital of Burman Proper, to Mont Shobo, the place in which the first King of the present dynasty fixed his residence. In Burmah necessity for such changes is well understood and recognized. Crawfurd, who proceeded to Ava on a mission in 1826, mentions numerous places which at various periods have had the honour of being selected as the royal residence. Alompra, founder of the present dynasty, removed from Ava to Mont Shobo, his native place, which he walled and rendered a place of considerable extent. His successor removed to Sagaing. When the latter died the next King removed the capital to Ava. In 1781 a new King, the lineal heir of Alompra, "most capriciously" removed the seat of government to Amarapura. In 1822 the King whom Crawfurd visited, "moved by his own caprice and confirmed in it by the predictions of soothsayers," removed his capital to Ava. The Burmese are Buddists but the superstition which prompts changes of this kind has nothing to do with the teaching of the Buddhist religion. The "soothsayers" are medicine-men whose profession is to propitiate the Nats or spirit of the forest, the mountains, and the elements, who were probably the object of worship before Buddhism was known. The curious aboriginal superstitution is accordingly found among other Indo-Chinese nations. In some Malay States where Mahommedanism has not altogether eradicated aboriginal beliefs no rajah will inhabit the house of his predecessor, but a change of capital is invariable with the commencement of every fresh reign. So, among the wild aboriginal tribes who people the interior of the Malay peninsula it is common to burn or abandon the hut in which a member of the tribe has died. In Siam, in Crawfurd's time, the removal of the King's residence from one part of the palace to the other was a State function of no little importance, and "the benediction of the Talapoins" was necessary to render it auspicious. In Java the same idea may be traced, Surakarta owing its existence to the abandonment of Solo, the old capital, which had been at one time captured by Chinese, and thereby tainted with ill-luck. The vast ruins of temples and palaces which have been discovered in late years in the interior of Cambodia, and of which no historical traditions exist, bear witness probably to the existence in that country, in very ancient days, of the same superstition which is now influencing the King of Burmah. It belongs to the domain, not of religion, but of folk-lore, and is a relic of that remote period before the religions of India had reached the nations of Indo-China, when the tutelary spirits of the forest were worshipped by primitive tribes, to whose modern descendants they are still the objects of popular dread and superstition.—*Pall Mall Gazette.*

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 7TH JUNE, 1880.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$98.00 to 108.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$103.00 to 118.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$118.00 to 124.00
Cotton Yarn, Bombay	$84.00 to 94.00
Chintz, per piece	$1.70 to 1.76
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.05
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.70 to 2.75
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.65 to 1.75
Grey Shirtings, 8 lbs., per piece	$1.95 to 2.15
Grey Shirtings, 8½ lbs., per piece	$2.35 to 2.45
Grey Shirtings, 9 lbs., per piece	$2.85 to 2.95
Grey Shirtings, 10 lbs., per piece	$3.20 to 3.35
Grey T-Cloths, 24yds. & 32in. 6lbs, p. pc.	$1.30 to 1.45
Grey T-Cloths, 24yds & 32in. 7lbs, p. pc.	$1.50 to 1.85
Grey T-Cloths, 24yds 35in 8lbs. XO p. pc.	$1.90 to 1.95
Grey T-Cloths, 24yds 35in 8lbs. QL p. pc.	$2.10 to 2.15
Grey T-Cloths, 24yds 36in 8lbs. XX p. pc.	$2.70 to 2.75
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.72 to 0.75
Handkerchiefs, Light Red, per dozen	$0.76 to 0.77
Turkey Red Shirtings, 3 lbs., per piece	$2.30 to 2.40
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.23
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 56 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.65 to 3.70
White Shirtings, 7,000 reed, per piece	$3.40 to 3.42
White Shirtings, AA, per piece	$1.75 to 1.85
White Shirtings, EF, per piece	$5.70 to 5.75
White Shirtings, MH, per piece	$4.47 to 4.50
White Shirtings, BI, per piece	$6.10 to 6.15
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.95 to 4.25
Blankets, 9 lbs., per pair	$4.05 to 4.75
Blankets, 10 lbs., per pair	$4.95 to 5.25
Blankets, 12 lbs., per pair	$6.15 to 6.90
Camlets, SSS, per piece	$14.50 to 15.00
Camlets, SS, per piece	$14.80 to 15.00
Camlets, S, per piece	$15.40 to 16.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.00 to 16.40
Camlets, LLL, per piece	$14.50 to 15.00
Long Ells, MM Scarlet, per piece	$8.30 to 8.35
Long Ells, MM Assorted, per piece	$8.80 to 8.35
Long Ells, HH Scarlet, per piece	$8.30 to 8.35
Long Ells, HH Assorted, per piece	$8.20 to 8.25
Long Ells, H Scarlet, per piece	$8.40 to 8.45
Long Ells, H Assorted, per piece	$7.05 to 7.82
Lastings, OD, per piece	$12.50 to 13.20
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per picul	$3.40 to 3.60
Iron, Hoop, per picul	$3.80 to 3.85
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.75 to 6.80
Lead, WB, per picul	$6.40 to 6.45
Lead, LB, per picul	$6.30 to 6.35
Lead, Hole Chop, per picul	$6.30 to 6.35
Quicksilver, English, per picul	$61.00 to 61.25
Quicksilver, American, per picul	$61.20 to 61.50
Steel, English, per tab	$4.35 to 4.40
Steel, Swedish, per tab	$4.05 to 4.75
Sheathing Metal, per picul	$23.00 to 23.50
Spelter, per picul	$7.75 to 7.80
Tin, Malacca, per picul	$27.60 to 28.80
Tin, Plates, per box	$7.75 to 7.85

PRODUCE.

Almonds, per picul	$16.50 to 17.00
Alum, 1st quality, per picul	$1.55 to 1.65
Alum, 2nd quality, per picul	$1.45 to 1.55
Bark, Siam, per picul	$0.88 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$17.50 to 17.80
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$8 .50 to 81.50
Birds' Nests, 1st quality, per picul	$1,650 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.00
Camphor, packed, per picul	$22.50 to 23.50
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,950
Cardamons, Superior	$125 to 155
Cardamons, Inferior, per picul	$26.00 to 26.50
Cloves, per picul	$44.00 to 45.00
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$23.20 to 24.50
Copper, Sheathing, Japan, per picul	$21.00 to 22.50
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.50 to 15.80
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.60 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$16.50 to 16.90
Cotton Seeds, Saigon	$4.10 to 4.20
Cotton Seeds, Siam	$4.20 to 4.30
Cuttlefish, Japan	$22.00 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chaochow, per picul	$27.50 to 29.00
Dates, Black, per picul	Tls. 3.3.5 to 3.4.5
Dates, Red, per picul	Tls. 2.9.5 to 3.0.5
Dried Lily Flowers	$8.85 to 9.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.68 to 1.81
Flour, American, per barrel of 100 lbs.	$3.95 to 4.10
Flour, American, per barrel of 200 lbs.	$6.95 to 7.10
Fungus	$45.00 to 46.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul	$200 to 285
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$36.00 to 45.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.80
Melon Seeds, 2nd quality, per picul	$4.20 to 4.50
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$11.00 to 11.55
Mussels, Dry Siam middle, per picul	$8.55 to 8.70
Mussels, Dry Siam small, per picul	$7.45 to 7.70
Pea Oil, per picul	Tls. 5.1.0 to 5.1.5
Peas, White, per picul	$2.10 to 2.15
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.06 to 1.08
Peas, Yellow, per picul	$2.05 to 2.08
Peas, Green Beans, per picul	$1.95 to 2.03
Pearl Barley, per picul	$6.50 to 7.30
Potatoe Flour, per picul	Tls. 1.6.0 to 1.6.5
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,800 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$2.10 to 2.12
Rice, Siam, No. 2, per picul	$2.04 to 2.06
Rice, Siam, milled No. 1, per picul	$1.96 to 1.98
Rice, Siam, milled No. 2, per picul	$1.62 to 1.64
Rice, Saigon, No. 1, per picul	$1.97 to 2.00
Rice, Saigon, Hemp bags	$1.79 to 1.84
Rice, Saigon, Straw bags	$1.75 to 1.77
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$6.25 to 6.35
Seaweed, Green, per picul	$2.95 to 3.00
Seaweed, Cut, per picul	$3.10 to 3.42
Sesamum, White, per picul	$4.55 to 4.75
Sesamum, Black, per picul	Tls. 2.7.5 to 6.3.5
Sharksfins, per picul	$35.00 to 30.00
Shellfish, Japan, per picul	$27.00 to 28.60
Shellfish, California, per picul	$8.50 to 9.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$6.85 to 7.25
Pepper, White, per picul	$15.60 to 16.00
Pepper, Black, per picul	$9.55 to 9.75
Rattan, Straits, per picul	$6.30 to 5.50
Rattans, Bangar, per picul	$4.35 to 4.00
Sandal Wood, Malabar, per picul	$9.15 to 8.05
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.65 to 1.75
Sapan Wood, Siam, per picul	$1.95 to 2.05
Sugar, Shek-lung, White, No. 1, p. pcl.	$8.20 to 8.90
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.05 to 6.75
Sugar, Shek-lung, Brown, per picul	$5.06 to 5.15
Sugar Candy, Shek-lung, per picul	$9.90 to 10.50
Sugar Candy, Foochow, per picul	$11.50 to 12.00
Sugar Candy, Swatow, White, per picul	$7.85 to 8.15
Vermicelli, Tientsin, per picul	$6.60 to 7.60
Walnuts, per picul	$5.25 to 5.30
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.13
Wood Oil, per picul	Tls. 6.3.5 to 6.4.0
Window Glass, per box	$9.35 to 9.15

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Amoy	June 7	Drewes	Brit. str	814	Siemssen & Co	Shanghai
Cassandra	May 27	Langer	Ger. str	937	Siemssen & Co	
Chinkiang	May 15	S. M. Orr	Brit. str	799	Siemssen & Co	Shanghai
China	June 4	Atkinson	Brit. str	1137	P. & O. S. N. Co	Bombay
China	Apr. 14	Ackermann	Ger. str	618	Siemssen & Co	Shanghai
City of Peking	June 1	Berry	Amr. str	5079	P. M. S. S. Co	S. Francisco
Claverhouse	May 25	Brown	Brit. str	768	R. G. Stevens & Co	Cooktown
Cleveland	May 30	Harvey	Brit. str	796	Jardine, Matheson & Co	Saigon
Conquest	June 5	Hamlin	Brit. str	318	Jardine, Matheson & Co	Hoihow
Consolation	June 2	Young	Brit. str	764	Yuen Fat Hong	Bangkok
Danube	Apr. 26	Clanchy	Brit. str	561	Yuen Fat Hong	Bangkok
Emuy	June 6	Blanco	Span. str	222	Remedios & Co	Amoy
Fokien	June 6	S. Ashton	Brit. str	510	D. Lapraik & Co	East Coast
Hungarian	June 1	A. Hurry	Brit. str	934	Butterfield & Swire	Shanghai
Ichang	—	J. Ogston	Brit. str	700	Butterfield & Swire	Canton
Japan	June 3	Gardner	Brit. str	1865	D. Sassoon, Sons & Co	Calcutta
Kenmure Castle	May 6	J. Luck	Brit. str	1068	Adamson, Bell & Co	
Kiung-chow	May 30	Love	Brit. str	159	Kwok Acheong & Sons	
Kin-Kiang	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	Canton
Malabar	Apr. 8	Gauld	Brit. str	1242	Captain	
Meath	May 17	Johnson	Brit. str	1337	Vogel & Co	
Moray	June 2	Butcher	Brit. str	1427	Jardine, Matheson & Co	Calcutta
Namoa	June 6	Westoby	Brit. str	864	D. Lapraik & Co	Coast East
Norna	May 31		Brit. str	600	Kwok Acheong	Repairing
Pernambuco	May 30	Wm. Hyde	Brit. str	645	Melchers & Co	
Ping-on	June 7	McCaslin	Amr. str	477	Russell & Co	Hoihow
Powan	—	A. G. Carey	Brit. str		H.C. & M. Steamboat Co	Canton
Quinta	June 3	Thomsen	Ger. str	910	Tye Sing	
Radnorshire	Apr. 23	Davies	Brit. str	1251	Adamson, Bell & Co	
Sea Gull	Mar. 24	Hayden	Amr. str	48	C. Traders' Insurance Co	
Sorsogon	June 6	Lopez	Span. str	240	Vogel & Co	
Strathleven	June 3	Pearson	Brit. str	1558	Jardine, Matheson & Co	
Strathmore	June 1	Rowell	Brit. str	1383	Gibb, Livingston & Co	
Sumida Maru	June 7	Hubenet	Jap. str	896	M. B. M. S. S. Co	Yokohama
Thales	Dec. 26		Brit. str	820	Jardine, Matheson & Co	Repairing
Volga	June 4	Guirand	Fren. str	1000	Messageries Maritimes	Yokohama
Washi	June 2	Hervé	Fren. str	265	Landstein & Co	
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao
Yangtsze	June 6	Champenois	Fren. str	2393	Messageries Maritimes	Shanghai
Yot-sai	—	D. Browne	Brit. str	250	Kwok Acheong & Sons	Macao
Yottung	June 6	McDougall	Brit. str	286	Kwok Acheong & Sons	Swatow

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Carl	May 20	Thomsen	Ger. bg	225	Arnhold, Karberg & Co	
Catalina	May 7	Austin	Boli. bk	764	Gibb, Livingston & Co	New York
Centennial	June 2	Bearse	Amr. sh	1287	Vogel & Co	
China	Apr. 26	Hysson	Brit. sh	729	Arnhold, Karberg & Co	
Cilurnum	May 11	Beadle	Brit. bk	494	Wieler & Co	
Cingalee	June 2	Pringle	Brit. bk	1885	Jardine, Matheson & Co	
Clifton	May 22	Davies	Brit. bk	492	Russell & Co	
Denbighshire	May 31	Courtenay	Brit. bk	499	Chinese	
Ellen	May 13	Hodge	Brit. bk	498	Arnhold, Karberg & Co	London
Ellida	May 6	Winters	Nor. bk	456	Vogel & Co	
Eliza Hawley	May 23	Turkey	Amr. bk	567	Melchers & Co	
E. L. Captain	May 30	Lincoln	Amr. bk	1494	P. & O. S. N. Co	
Evening Star	June 2	Logan	Brit. bk		Melchers & Co	
Fabius	May 24	Davidson	Siam. bk	633	Tye Loong	
Franca	May 28	Brazelin	Fren. bk	270	Landstein & Co	
F. Lambert	May 29	L. Gray	Amr. bk	1026	Arnhold, Karberg & Co	
Georgina	Apr. 23	Fraser	Brit. bk	481	Wieler & Co	
G. F. Manila	May 23	Stenzel	Ger. bk	1124	Messageries Maritimes	
Guardian	June 4	Paine	Brit. bk	488	Wieler & Co	
Josefa	June 3	Horstmann	Ger. bk	413	Melchers & Co	
McNear	May 27	Tayloe	Amr. sh	1308	Vogel & Co	S. Francisco
Maria Louise	May 26	Erichsen	Ger. bk	341	Wieler & Co	
Miano Carvile	May 29	Clark	Amr. bk	584	Gibb, Livingston & Co	New York
Palestine	Apr. 2	Maynard	Brit. sh	1048	Vogel & Co	
Paul Marie	Apr. 29	Gaillard	Fren. bk	475	Carlowitz & Co	
Pizarro	May 18	Lamborn	Amr. bk	748	Chinese	S. Francisco
Spartan	Aug. 27	Vincent	Amr. sch	91	W. H. Ray	Honolulu
S. of the Age	Apr. 19	Williams	Amr. sh	1347	Ee Hay Hong	
Three Brothers	May 24	Kohlow	Amr. sh	2972	Vogel & Co	New York
Twilight	May 26	Warland	Amr. bk	347	Vogel & Co	
W. S. Shing	Feb. 5	Scott	Chi. sch	402	Robert Afook & Co	
Wm. H. Besse	May 30	Margy	Amr. bk	1097	Arnhold, Karberg & Co	New York
Wm. Ritson	May 27	Brangh	Brit. bk	682	Melchers & Co	
Woodville	June 5	Rodd	Brit. bk	314	Arnhold, Karberg & Co	

WHAMPOA.

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Charité	May 20	Rönille	Fren. bk	300	Carlowitz & Co	
Cuba	May 20	Stabell	Brit. bk	356	Ed. Schellhass & Co	
Emma	May 19	Michelsen	Ger. bk	231	Ed. Schellhass & Co	
Faugh Balaugh	May 19	D. Rate	Brit. bk	326	Carlowitz & Co	
Janet	May 21	Henfry	Brit. bk	211	Chinese	

CANTON.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Fu-yaw	June 6	Croad	Chi. str	940	C. M. S. N. Co	Shanghai

MACAO.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kinshan	—	Hoyland	Brit. str	1056	H.C.&M. Steamboat Co	Canton
Spark	—	Cadwallader	Amr. str		H.C.&M. Steamboat Co	Canton
Tung-ting	—	Deegan	Chi. str	314	C.M.S.N. Co	Canton

SWATOW.

IN PORT ON 5TH JUNE, 1880.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Minna	May 8	Dau	Ger. bk	547	Direks & Co	

AMOY.

IN PORT ON 4TH JUNE, 1880.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Carl Wilhelm	May 31	Bertelsen	Ger. bk	234	H. H. Paterson & Co	
Friedrich	May 11	Petersen	Ger. sch	235	Pasedag & Co	
Frohlich	May 30	Scheer	Ger. sch	249	Pasedag & Co	
Hecht	May 1	Poots	Ger. sch	291	Captain	
Juno	May 17	Nielsen	Ger. sch	236	Pasedag & Co	
Onward	May 17	Boysen	Brit. sch	96	[illegible]	

SHANGHAI.

IN PORT ON 2ND JUNE, 1880.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Albyn's Isle	May 30	Burgess	Brit. bk	360	Captain	
Canny Scott	May 31	Duff	Brit. bk	328	Captain	
Helena	May 21	Snow	Brit. bk	296	Carlowitz & Co	
Hieronymus	—		Ger. bk	231	Morris & Co	
Hilda	May 25	Kruse	Ger. bk	211	Nils Moller	
Jan Peter	May 27	Ewert	Ger. bk	325	Melchers & Co	
Kinmenthal	May 19	Jacobson	Siam. bk	254	Captain	
Madura	May 23	Lloyd	Brit. bk	488	Adamson, Bell & Co	
Olander	May 22	Jones	Brit. bk	373	G. G. Hopkins	
Steelfield	May 24		Brit. bk	290	Captain	

NAGASAKI.

IN PORT ON 22ND MAY, 1880.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
J. Henrich	May 19	Oestmann	Ger. sch	401	C. F. Hooper	
F. Pendleton	May 19	Nichols	Amr. sh	1414	C. & J. Trading Co	
Kanagawa Maru	May 11	Exstrand	Jap. bk	606	M. B. M. Co	
Kiinokuni M.	May 19	Nicolle	Jap. bk	900	M. B. M. Co	
N. Mondelli	May 15	Stegeman	Ital. bk	281	Chinese	
Roebuck	May 19	Affleck	Brit. bk	362	Holme, Ringer & Co	
Satsuma	May 15	Lord	Jap. bk	290	Chinese	
Sumanoura M.	May 15	Spiegelthal	Jap. bk	280	M. B. M. Co	

HIOGO.

IN PORT ON 7TH MAY, 1880.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
G. Broughton	Apr. 19	—	Brit. bk	800	Captain	
Rosebud	Apr. 25	—	Brit. bk	190	Captain	
Sea King	Apr. 6	—	Amr. sh	1492	Captain	

YOKOHAMA.

IN PORT ON 29TH MAY, 1880.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Bullion	—	Reed	Amr. sh	1062	J. D. Carroll & Co	
Chas. Dennis	—	Carsey	Amr. sh	1710	C. & J. Trading Co	
Clydesdale	—	Hatfield	Brit. sh	1643	C. & J. Trading Co	
Fletcher	—	Corliss	Amr. sh	[illegible]	[illegible]	
He N. Hoagg	—	Bangs	Amr. bk	[illegible]	[illegible]	
Md. Desmond	—	Walker	Brit. bk	[illegible]	[illegible]	
Pioneer	—	Bugg	Brit. bk	670	Walsh, Hall & Co	Hongkong
Taleo	Oct. 17	Males	Rus. sch	72	Walsh, Hall & Co	
Stella	—	Warner	Amr. sch	[illegible]	Captain	

MANILA.

IN PORT ON 31ST MAY, 1880.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Anrethitt	May 28	Slocum	Amr. bk	350	Peele, Hubbell & Co	
Boyne	May 7	Cutting	Brit. sh	1850	Smith, Bell & Co	Canada
Chili	Apr. 12	Herd	Brit. bk	678	Smith, Bell & Co	Canada
E. Nicholson	May 28	Grierson	Brit. sh	904	Tillson, Hermann & Co	
Highlander	May 14	Hutchinson	Amr. sh	1352	Ker & Co	New York
H. M. Gilvery	May 28	Blake	Amr. sh	1328	W. F. Stevenson	
Kale	May 21	Ahlborn	Haw. bk	867	Peele, Hubbell & Co	
Lima	Apr. 22	....	Ger. bk	831	Captain	
Lothair	May 28	Boulton	Brit. sh	793	F. Munn & Co	
L. A. Nickels	May 24	D. D. Nickels	Amr. sh	1325	W. F. Stevenson	Liverpool
Manuel	May 29	Eguilior	Span. sch	282	M. Gonzalez and Castro	Belle Islands
M. Magdalene	Mar. 12	Heitmann	Ger. bk	583	E. Kloepfer & Co	
Masonic	Jan. 1	....	Amr. bk	539	Captain	Liverpool
Matilde	May 3	....	Span. bk	577	Ker & Co	London
Palmerston	May 12	Behman	Ger. sh	1109	Smith, Bell & Co	
Palmyra	May 29	Minott	Amr. sh	1359	Smith, Bell & Co	
Patrician	May 2	Blair	Amr. sh		Smith, Bell & Co	New York
Paul Revere	Apr. 20	....	Amr. sh	1328	Captain	
P. Pendleton	May 15	Mecoll	Amr. sh	1332	Peele, Hubbell & Co	New York
Rambler	May 2	Casia	Amr. sh		Captain	
Seawitch	May 4	....	Amr. sh	1258	Smith, Bell & Co	New York
Surprise	Jan. 14	Averill	Amr. bk	493	Captain	
Winchester	May 18	Congdon	Brit. sh	1583	Tillson, Hermann & Co	Montreal

BANGKOK.

IN PORT ON 22ND MAY, 1880.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Annie	—	Moller	Ger. sch	345	A. M. & Co	
Banlee	May 21	Schumaker	Siam. bk	283	Poh Chin Soo	
C. Wattana	May 21	Ulrich	Siam. sh	756	Low Mah Teng	
Falcon	May 20	Berenth	Brit. bk	395	Chinese	
Fortune	—	Kruse	Siam. bk	450	Chinese	
Foochow	—	Hochreuter	Siam. bg	240	Chinese	
Goliah	May 5	Dentzen	Siam. bk	552	Chinese	
Hero	May 4	Conception	Siam. bg		Chinese	
Iron Duke	Jan. 5	Koefoed	Siam. bk		Chinese	
Kim Hong Tge	Mar. 8	Reynolds	Siam. bk	316	Chinese	
Kim Y. Tye	—	Jacobsen	Siam. sch	108	Chinese	
Lucky	—	Hoff	Siam. bk		Poh Song	
Lucre	May 4	Klindt	Siam. bk		Chinese	
Mercury	May 17		Siam. bk		Chinese	
P. Seraphi	May 6	....	Siam. bg	451	M. J. & Co	
Prosperity	May 3	Steintring	Siam. bk	420	Chinese	
Siamese Crown	—	Peterson	Siam. sh	240	Poh Hee	
Siam	Apr. 23	Henning	Siam. bk	230	Chinese	
Starlight	—	Kayser	Siam. bg	393	Poh Kian	
Success	May 4	Gomard	Siam. bg	195	Chinese	
Taffarette	—	Olsen	Brit. bk	339	Captain	
Tai Watt	May 3	Robbens	Siam. bk	650	Chinese	
Telegraph	May 18	De Campos	Siam. bk	327	Poh Kian	
T. Kramom	—	Varroth	Siam. bk	474	P. T. & Co	

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS	H.P.	CAPTAIN.	WHERE AT
Albatross	screw sloop	4	120	Com. Errington	En route to H.K.
Charybdis	steam corvette	17	400	Captain Hotham	En route to S'pore
Comus	corvette	14	230	Captain J. W. East	Hongkong
Egeria	screw sloop	4	120	Com. A. L. Douglas	Singapore
Encounter	steam corvette	14	350	Capt. Hon. A. Denison	En route to S'hai
Fly	double-screw gun-vessel	4	120	Com. A. F. St. Clair	Nagasaki
Foxhound	gunboat	4	470	Lieut.-Com. W. Nowell	En route to H.K.
Iron Duke	double-screw iron frigate	14	800	Captain H. F. Cleveland	Fagasaki
Kestrel	double-screw gun-vessel	4	100	——	Hongkong
Lapwing	double-screw gun-vessel	3	160	Com. W. G. Scott	Tientsin
Lily	screw gun-vessel	3	95	Com. S. Grove	Shanghai
Magpie	surveying vessel	3	160	Captain E. H. Napier	Hainan
Midge	double-screw gun-vessel	4	120	——	Hongkong
Modeste	steam corvette	14	350	Captain J. G. Mead	Yokohama
Moorhen	gunboat	4	387	Lieut.-Com. W. Carey	Foochow
Mosquito	gunboat	4	60	Lieut.-Com. G. E. Grey	Hankow
Pegasus	sloop	6	900	Com. Hon. H. N. S. Hood	Yokohama
Sheldrake	gunboat	4	367	Lieut. Com. M. Bridger	Swatow
Swinger	gunboat	2	60	Lieut.-Com. O. Tudor	Hongkong
Sylvia	surveying vessel	3	150	Com. P. Aldrich	Hongkong
V. Emanuel	receiving ship	20	—	Commodore T. E. Smith	Hongkong
Vigilant	paddle despatch-vessel	2	250	Lieut.-Com. Annesley	Nagasaki
Wivern	turret-ship	4	350	Commander Jones	Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Abreck	Russian gunboat	7	80	Captain Schans	Yokohama
Alert	American gunboat	4	600	Commander Huntington	Yokohama
Ashuelot	American corvette	6	700	Commander Johnston	Shanghai
Asia	Russian corvette	8	—	Captain Amozoff	Hongkong
Champlain	French corvette	10	450	Captain Michaud	Taku
Cyclop	German gunboat	4	250	Lieut.-Com. Schulkmann	Shanghai
Djigit	Russian gunboat	8	250	Commander Livron	Honolulu
Ermak	Russian transport	—	—	Captain Koltchan	Possiet
Gornostai	Russian gunboat	7	80	Commander Stark	Nagasaki
India	Portuguese troopship	—	—	Commander M. de Silva	Hongkong
Kerguelen	French frigate	6	250	Captain Mathieu	Nagasaki
Luise	German corvette	8	2100	Commander Schering	Hongkong
Lynx	French gunboat	4	220	Commander Fournier	Shanghai
Mandovi	[illegible]	[illegible]	[illegible]	[illegible]	Macao
[illegible]	Spanish corvette	[illegible]	[illegible]	Captain Don T. Olleros	Manila
[illegible]	Spanish despatch-ves.	[illegible]	[illegible]	Don Lobo	Shanghai
Minin	Russian frigate	[illegible]	[illegible]	Captain P. Nazimoff	En route H.K.
Monocacy	American gunboat	[illegible]	[illegible]	Commander Samuer	Chefoo
[illegible]	Russian gunboat	[illegible]	[illegible]	Commander Tetarinoff	Shanghai
Nasedniok	Russian gunboat	[illegible]	[illegible]	[illegible]	En route H.K.
[illegible]	Russian gunboat	[illegible]	[illegible]	Commander Valronde	Shanghai
Palos	American gunboat	[illegible]	[illegible]	Lieut.-Commander Green	Shanghai
Prinz Adalbert	German frigate	[illegible]	[illegible]	Captain Gitkoff	Shanghai
Razboynik	Russian clipper	[illegible]	[illegible]	[illegible]	En route H.K.
Richmond	American frigate	[illegible]	[illegible]	Captain Benham	Nagasaki
Sobol	Russian gunboat	[illegible]	[illegible]	Commander Boyle	Shanghai
Swatara	American corvette	[illegible]	[illegible]	Captain Koester	Singapore
Tejo	Portuguese gunboat	[illegible]	[illegible]	Lieut.-Com. Guimaraes	Macao
Thetis	French corvette	[illegible]	[illegible]	Captain Louvel	Yokohama
Ticonderoga	American frigate	[illegible]	1000	Captain Cromwell	Nagasaki
Tongous	Russian gunboat	[illegible]	[illegible]	Commander Hook	
Wolf	German gunboat	[illegible]	[illegible]	Commander Ascher	
Vettor Pisani	Italian corvette	[illegible]	340	Commander Duke of Genoa	En route M'la
V. de Oliveira	Brazilian corvette	[illegible]	400	Captain J. C. de Noronha	Hongkong

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	[illegible]	[illegible]	[illegible]	J. Gould	Tung-king Gulf
Chee-hing	Revenue cruiser	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Chiên-to	Viceroy's gunboat	[illegible]	[illegible]	[illegible]	J. Stewart	Swatow
Ching-jui	Revenue cruiser	[illegible]	[illegible]	[illegible]	Walker	Capsing-moon
[illegible]	Viceroy's gunboat	[illegible]	[illegible]	[illegible]	[illegible]	West River
[illegible]	Revenue cruiser	[illegible]	[illegible]	[illegible]	Chung-wing-fai	Canton River
[illegible]	Revenue cruiser	[illegible]	[illegible]	[illegible]	[illegible]	Pak-hoi
[illegible]	Viceroy's gunboat	[illegible]	[illegible]	[illegible]	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	[illegible]	[illegible]	[illegible]	Ching	Bogue Forts
Tchun-tung	Revenue cruiser	[illegible]	[illegible]	[illegible]	Chan-ti-ko	Bogue Forts
[illegible]	Viceroy's gunboat	[illegible]	[illegible]	[illegible]	[illegible]	Ly-ee-moon
Quang-on	Viceroy's gun'oat	[illegible]	[illegible]	[illegible]	Lip-ping-tie	Bogue Forts
Shiu-shi	Revenue cruiser	[illegible]	[illegible]	[illegible]	P. Hansen	Ching-chow
[illegible]	Revenue cruiser	[illegible]	[illegible]	[illegible]	J. H. Wale	Hai-ling-shan
Li-shi	Revenue cruiser	[illegible]	[illegible]	[illegible]	D. Reed	Canton River
Tsing-po	Viceroy's gunboat	[illegible]	[illegible]	[illegible]	A. Garcens	West Coast

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